

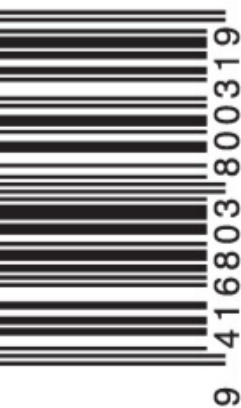
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CITROEN DS
THE GODDESS
STILL REIGNS

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Cars, glorious cars

There's nothing quite like the atmosphere of the New Zealand Classic Car Magazine Ellerslie Car Show. Sleek lines, curvaceous shapes, white-wall tyres, the smell of natural leather and fresh car polish takes us back to a time when things were less complicated. Some of us older — or 'the new middle-aged' — enthusiasts remember the vehicles we once owned, while the younger spectators have a wonderful opportunity to get up close and appreciate these classic pieces of automotive history.

At this year's event I was able to take a lengthy stroll around the beautiful park-like grounds of the Ellerslie Racecourse and take in some of the amazing classic cars on display from 70 car clubs. The first thing I noticed was the incredibly high quality of vehicles on display. Several other people also commented on the same thing.

As always, the Intermarque Concours d'Elegance and Teams Event that runs in conjunction with the show is a great way to see meticulously restored, rare and pristine vehicles on display. But I'm sure the average enthusiast has little idea of the effort and commitment required just to be able to show up to a concours — not to mention driving off with the coveted Masters Class or Teams award.

Entering a show is about displaying our treasured vehicles to people who appreciate them, but entering a concours — especially this concours — takes the art of classic car preparation to a whole new level.

Attention to detail is the name of the game and, believe me, it's easier said than done. Every centimetre of the car, from top to bottom, front to back, is judged by several teams of judges — many of them experts in their particular category whether it be paint, interior, mechanical, and even glass, chrome, or wheels and tyres.

In many cases over the years competing cars have been the result of a several-year nut-and-bolt restoration completed with a deadline of show day — but the same standard can be achieved, with the required attention to detail, on unrestored cars.

This brings me to the superbly restored Masters Class-winning 1969 Mustang Boss 302 owned by Paul Hilderbrand and restored by Stave Sankey at C.A.R.S. with a winning total score of 548 points out of a possible 590.

Other Mustang owners Mark Pritchard and Chris Dwen representing the Auckland Mustang Owners Club with an almost identical pair of 1969 Mustang Sports Roofs also received their fair share of silverware by winning the coveted Teams Event trophy.

On behalf of *New Zealand Classic Car* I would like to congratulate not only the winners of the day, but every classic car owner that attended the show with their clubs. They are the heart of this show and what makes it such an enjoyable and successful event.

I look forward to catching up with you all again next year to celebrate the 50th year of this iconic show.

Ashley Webb
Editor

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Pallas Athena — the French goddess

With the Citroën's 100th anniversary year coming to an end in 2019, we take a belated opportunity to recognize this milestone with our feature classic: Citroën's most audacious, innovative, and beautiful creation of all, the DS

By Stuart Bilbrough, photography by Strong Style Photo





There have been many articles in the best automotive magazines in the world, including *New Zealand Classic Car* (May 1997, issue 77), about the Citroën DS. Its name derived from Déesse (French for 'goddess'), whose innovative design was styled by Italian sculptor Flaminio Bertoni and launched at the 1955 Paris Motor Show. During the first day of the show, 12,000 pre-orders would be taken for what was the most positively outrageous and inspiring innovation to hit the automotive industry in decades, if ever. It would not be until March 2016 that this record would be beaten, when the Tesla 3 received more pre-orders in one day: a staggering 180,000.

Not only did it not look like the more conventional straight lined designs of the age, it was designed with

superior aerodynamics, body panels a mix of aluminium (bonnet), fibreglass (roof), and steel, and fitted with state-of-the-art hydropneumatic suspension that meant it could travel quickly on poor road surfaces that were common in France at the time.

For the next twenty years, Citroën would make subtle improvements to the DS. These included modifications to the dashboard, enclosing the headlights, streamlining the door handles, increasing the engine size options, and the introduction of the DS Pallas – the Goddess of Goddesses. Despite these changes, the general shape and lines of this distinctive and beautiful French icon would remain the same until it was succeeded by the CX in 1975.

In all, production of the DS was just under 1.5 million. Most cars

Despite these changes, the general shape and lines of this distinctive and beautiful French icon would remain the same until it was succeeded by the CX in 1975

were manufactured in the Quai de Javal plant in Paris. Citroën was also assembling cars in Slough, England from 1926 up until 1966. The Citroën DS was also assembled in South Africa, Australia, Portugal, and Slovenia.

As the years rolled by and the start of the new millennium approached, some automotive magazines asked the obvious question: "What was the car of the century?"



A Google search “what is the car of the century” landed on a *Classic and Sports Car* magazine article ranking the winner as the Model T, which seems fair enough due to the innovation of the continuous production line and a vehicle affordable for the masses. The second was the Mini, which continues to be manufactured today in a shape very similar to when it was introduced in 1959, even if the last original Mini rolled off the UK production line in 2000. Third was the Citroën DS, a very commendable placing.

In 2009, that magazine asked car designers another question, “What is the most beautiful car ever?” On the panel were former McLaren designer Gordon Murray; Ian Callum, famed for his Jaguar and Aston Martin designs; Leonardo Fioravanti of famous Italian design shop Pininfarina/Ferrari; and Marcello Gandini of Bertone.

This time the DS was a clear winner. The Mini did not reach the top 10 and the Model T did not rate a mention.



SLOUGH-BUILT DS

The DS was dispatched from Paris in “completely knocked-down (CKD)” form and assembled at Slough. A portion of the components were sourced from British manufacturers, which gave the cars a particular identity as well as conforming to British legislation. Cars assembled in Slough were supplied to the local markets and the Commonwealth — Australia, South Africa, and New Zealand. DS models produced before 1966 for sale in New Zealand are more likely to have the Slough-fashioned wood dashboards and hide upholstery.



Stuart was full of regret for selling his DS23, which his wife referred to as “The Mistress”





CITROËN DS TRIVIA

The DS was universally favoured by the film industry. The Safari had few, if any, rivals as the preferred outdoor filming platform used by the BBC due to its bump-sponging hydropneumatic suspension.

The Safari was an ideal ambulance with 12,000 units eventually manufactured. And if a bit late for the ambulance, the Safari made an ideal hearse for the adjustable suspension, which made loading and unloading the coffin easier. In total there were 1,455,746 DS Citroën manufactured between 1955 and 1975. Although the Slough-assembled DS are relatively well known to Kiwi DS enthusiasts, of this large total only 8,667 DS (and ID) were assembled in Slough between 1955 and 1966.





YEARS



CITROËN prefers **TOTAL**



A SUCCESS STORY
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1973 CITROËN DS 23

Engine	Citroën Straight 4
Capacity	2347cc
Valves	2 per cylinder, OHV
Bore/Stroke	93.5/85.5mm
Compression	8.75:1
Fuel system	Carburetor
Max power	86kW (115 bhp) @ 5500rpm
Max torque	183 Nm (135 ft·lb) @ 3500rpm
Drive wheels	Front wheel drive
Transmission	5-speed manual (on the tree)
Suspension	hydro-pneumatic including automatic levelling system and variable ground clearance
Brakes	Power assisted disc
Steering	Power assisted rack and pinion

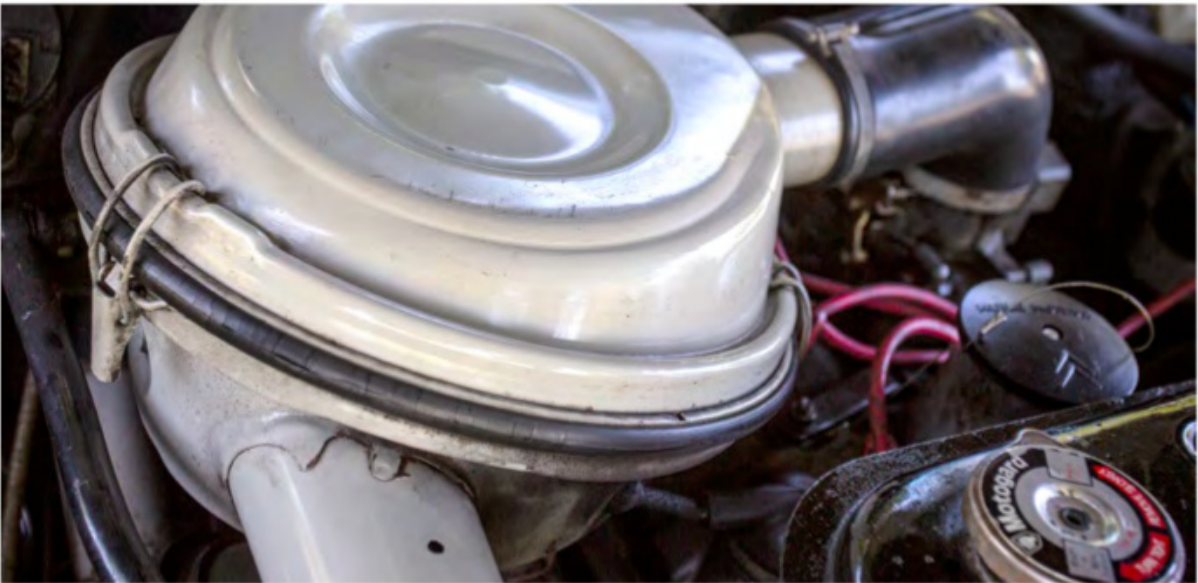
DIMENSIONS

Wheelbase	3.124 metres
Length	4.902 metres
Track F/R	1516/1316mm
Width	1.803 metres
Height	1.473 metres
Weight	1320kg

PERFORMANCE

Max. Speed	179kph
0-100kph	11.5 seconds
Standing quarter mile	18.2 seconds

... careered off the road at exactly the spot where the Mistress was parked





LOVE LOST AND FOUND AGAIN!

Like all cars there are the favourites. When it comes to the Citroën DS, there are those, like the afore-mentioned panel and certain former French presidents, who love it, and there are those who think it is an acquired taste.

Stuart Bilbrough sits squarely in the 'love it' camp. When seeing his first DS in the late '80s, owned by Max Earnshaw, a manager at the Christchurch-based accounting firm Stuart had recently joined, he set his sights on owning one.

It wouldn't be until returning from his long OE in 1999 that he would buy his first DS, a 1974 DS23 from Masterton-based Citroën specialist, Terry Falkner.

Stuart kept his DS as a daily driver, unless it was raining or even threatening to rain, until 2006 when work commitments took him and his young family to Singapore and Bahrain. Instead of storing his DS to await an uncertain return, and with an impending sense of loss, Stuart sold it to Northland-based Rosco Pennall and bid a reluctant farewell.

With the financial crisis in full swing, Stuart and family returned to New Zealand in 2010, which was earlier than anticipated. By this time, Stuart was full of regret for selling his DS23, which his wife referred to as "The Mistress". Stuart reconnected with Rosco and by 2014 was once again reunited with his Mistress.

Fate would not shine favourably on a long term relationship with this brun scarabee-coloured Goddess when a short two years later, while returning

from a drive to Hamilton back to home in Clevedon, Stuart stopped to buy a paua fritter from a food caravan on the north side of Huntly. The most unlikely accident would occur when a chap lost control of his Holden Cruze and careered off the road at exactly the spot where the Mistress was parked, writing her off.

As people drove past on their way north from Rotorua or Taupo, or south after showing their car at Hampton Downs, or, for the lover of burnt rubber, the Meremere drags, they would have slowed down to share the grief of a broken car and a broken man.

For reasons Stuart cannot clearly explain, whether a rebound reaction from losing the Mistress or a glass too many red wines while trawling through Trademe, he would place the winning bid and become the proud (sometimes perplexed) owner of a 1957 Studebaker Champion with a ridiculous 79 miles on the clock since new. You can read more about this very original yank tank with a staggering New Zealand history in *New Zealand Classic Car* magazine (April 2017, issue 328).

The problem Stuart found with the limited mileage and pristinely original right-hand drive Studebaker was that the value was in the low mileage. Driving a classic like a DS Citroën was what he missed and chilling in the armchair soft seats on a classic sunny Sunday drive.

It would be nearly three years until Stuart saw an example that would meet his exacting DS replacement needs. It needed to be post '72, a DS23, and, ideally, a Pallas, which his former Mistress wasn't.



WHAT IS A PALLAS?

The Pallas is named after Pallas Athena, the Greek goddess of wisdom, useful arts, and prudent warfare. She was also the traditional guardian of Athens. Pallas is commonly referred to as a synonym for Athena. The word itself is often translated as "maiden."

In 1965, a luxury upgrade, the DS Pallas, was introduced. This included comfort features such as better noise insulation, more luxurious (and optional leather) upholstery, and external trim embellishments. From 1966, the Pallas model received a driver's seat with height adjustment.



ABOUT HC9090

This feature Citroën DS23 Pallas was purchased new by New Zealand Army serviceman David Louisson while stationed in Singapore. David purchased the DS23 Pallas from Henry Ang Agencies Pte. Ltd, 9 Leng Kee Road (now an Audi dealership). The DS was first registered 14th August 1973 under the Singapore plates EB6347R.

The DS was imported into New Zealand and first registered under her new plates, HC9090, on 13 February 1975. We assume David held onto the car long enough to avoid the heavy taxes of the time before selling it to Wellington architect, Barry Ellison, in May 1977. By this time, the DS had completed just under 30,000km.

Terry Faulkner was the agent when the DS was sold to Kevin Beamish in July 1981. Kevin owned HC9090 for the next ten years before selling her to David Cranwell in August 1991. During David Cranwell's ownership, Terry Faulkner gave the DS a complete overhaul and repaint.

Kevin would say, "I always thought the DS was the cleverest and most competent car on the road, and of course the most beautiful, and I'm not sure anything has surpassed it."

Over the next two decades, David would sell this Goddess back to Kevin and then David would look to buy her back from Kevin. It was now 2012, and, unfortunately for David, he was unable to complete the transaction, and Paul Daborn of Hamilton would become the next proud custodian until Stuart bought her in mid-2019.

Like all of the former owners of HC9090, Paul kept the car in impeccable condition, even down to



the factory-recommended Michelin 185 HR 15 tyres. Paul frequently drove to Clark's Beach in South Auckland to have her serviced by well-known Citroën expert David Jones.

Stuart comments: "This DS is in spectacular condition. It has certainly been worth waiting for. The car drives incredibly well and I'd say better all-round than my last DS. She effortlessly drives at 100km and handles the long straights and twisty country roads around Clevedon and the Franklin area with ease. I had forgotten the smiles, comments, and thumbs up the DS constantly gets. It is so cool!"

Stuart adds that his wife Diana also seems to be pleased, though begrudgingly, to see the DS taking its rightful place in the garage again.

The Mistress is back! ■



DE GAULLE ASSASSINATION ATTEMPT

In August 1962, a group called the OAS (Secret Army Organization in English) plotted an assassination attempt on President Charles de Gaulle, who they believed had betrayed France by giving up Algeria to Algerian nationalists. Near dusk on August 22 1962, de Gaulle and his wife were riding from the Elysee Palace to Orly Airport. As his black Citroën DS sped along the Avenue de la Liberation in Paris at 70 miles per hour, 12 OAS gunmen opened fire on the car. A hail of 140 bullets, most of them coming from behind, killed two of the president's motorcycle bodyguards, shattered the car's rear window, and punctured all four of its tyres. Though the Citroën went into a front-wheel skid, de Gaulle's chauffeur was able to accelerate

out of the skid and drive to safety, all thanks to the car's superior suspension system. De Gaulle and his wife kept their heads down and came out unharmed.

Frederick Forsyth dramatized the events of that August in his best-selling novel *The Day of the Jackal*, which was later made into a film. In 1969, de Gaulle, knowing that he owed his life to that Citroën, attempted to prevent the outright sale of France's premier auto manufacturer, which was owned by the Michelin family of tyre fame, to the Italian automaker Fiat by limiting the stake Fiat could buy to 15 per cent. In 1975, to avert potential bankruptcy, the French government funded Citroën's sale to a group that included its French rival, Peugeot; the result was PSA Peugeot Citroën SA, formed in 1976.



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MAZDA LIGHTS A DIFFERENT PATH

The R100, the first mass-produced, rotary-powered Mazda founded a dynasty

By Quinton Taylor, photography by Quinton Taylor, New Zealand Classic Car, and Mazda New Zealand archives

This, 2020, is a big year for Mazda, as it celebrates its centenary.

Here we feature one of its most significant and defining developments, a car that helped introduce the rotary engine to the public as a dramatically different way to motivate a vehicle.

Mazda's tiny R100 coupé, also known as the 'Familia Presto Rotary' coupé in Japan, was launched in mid 1969 to a public stunned to discover that it could get around without pistons that went up and down or side to side.

To be fair, Mazda wasn't entirely sure where its new baby would sit within various markets. Japanese cars were a new phenomenon at the time and the new rotary propulsion system only added to the unknowns, but it claimed, optimistically as it turns out, that rotary engines would one day replace piston

engines entirely.

The R100 was the first mass-produced car to offer a rotary engine, after the initial small numbers of Mazda's Cosmo 110 sports car and the NSU Wankel Spiders. The NSU Ro 80 sedan hit the market just before the R100, however initial reliability problems didn't help the cause. Priced at \$2790 in Australia, the little Mazda was close to the price of a Chrysler Valiant Pacer but cheaper than an MGB.

Using a slightly detuned version of the twin-rotor 10A motor used in the Cosmo 110, the 70kW engine provided sparkling performance for the day. It wrapped up the standing quarter-mile in just over 16 seconds and had a top speed nudging 180kph — paltry performance today, but respectable at the time.



Garry Cooke and Geoff Spence competing at Bathurst in 1969

BRED FOR THE RACETRACK

Mazda's aim was to offer engineering excellence in a compact, light, well-equipped 2+2 package that handled and stopped well. And it delivered. The R100 won first time out in its class at the Singapore Grand Prix (GP) in April 1969, then followed this up by coming home fifth and sixth behind the winning Porsches at the 24 Hours of Spa touring car endurance race. It was a good year for the little screamer, with a fifth placing at the Marathon



de la Route at Nürburgring. Back home at the Suzuka All-Japan Grand Cup, the R100 ran away from the rest of the field. Mazda appeared to be on to a winner.

Engine development continued apace and peripheral porting nearly doubled its output, helping the new car to fourth, fifth, and sixth placings in the 1970 West German Touring Car GP. That, together with a fifth in the 24 Hours of Spa saloon endurance race that year, cemented the little car's sporting reputation.

A TOUCH OF CLASS

Sold alongside the standard Mazda 1200cc four-cylinder models that were already doing their bit to bolster the reputation of Japanese small cars, the rotary engine was available only in the coupé. With styling cues from the chic Bertone-designed Mazda 1500, the coupé looked good and was finished with quality touches in various badges and trim, as well as an impressive front grille.

Interior trim had been upgraded and the dashboard now sported some large dials, a cast aluminium aviation-style centre console, trendy eyeball air vents with a full heater and demister system, plus a sporty wood-rimmed steering wheel. Its low stance and chunky radial tyres added to its sporty appeal. Its simplicity, reliability, and turbine-like smoothness, along with relatively cheap purchase price meant many of these little cars were used as daily-drivers. Other touches included an electric aerial and radio, column switchgear, and two-speed wipers — items

not always offered as standard fitment in contemporary cars. It was the full package and the beguiling rotary engine lifted the quality feel to another level.

The advent of the RX-2 and US emission regulations had left the R100 pretty much neglected but today the R100 is rightly being recognized for its significance and it is eagerly sought after for restoration

UNWANTED CLASSIC

Until recently, popular Mazda models here in New Zealand have been the many variations of RX-2s, RX-3s, and RX-4s, then RX-7s, and finally the RX-8s at the bottom of the rotary pile. The little

and comparatively unsophisticated R100 coupés were less popular back in the day. The advent of the RX-2 and US emission regulations had left the R100 pretty much neglected but today the R100 is rightly being recognized for its significance and it is eagerly sought for restoration. Values are also rising, making the little cars economically viable to restore — albeit often with modern mechanical upgrades due to the scarcity of replacement parts for the 10A engine ex-Japan. Specialists in the marque in New Zealand appear to have a steady stream of customers.

A PASSION FOR MAZDAS

Cory Wilson is a Dunedin-based marque enthusiast. His rare Mazda Roadpacer, a rotary-powered version of a 1970s Holden Premier sedan, has featured previously in these pages. His passion for Mazdas and their rotary engines in particular has developed into a growing





1968 MAZDA R100

Years manufactured	1968–1974
Engine	Water-cooled, two-rotor Wankel-design 982cc
Power	73.5kW
Torque	132.4Nm
Comp. ratio	9.4:1
Fuel system	Hitachi Stromberg carburettor
Fuel consumption	13.4 litres per 100km
Transmission	Manual, four-speed
Differential	Hypoid, bevel 3.70:1 final drive
Suspension, F/R	Independent with coil springs, telescopic shock absorbers / Live axle, semi-elliptic springs, and telescopic shock absorbers
Steering	Ball-and-nut
Brakes, F/R	Power-assisted dual-circuit disc / Drum
Wheels, F/R	14-inch / 14-inch
Tyres, F/R	Dunlop SP radial / Dunlop SP radial
Chassis/Body	Unitary (semi-monocoque)

DIMENSIONS

Length	3871mm
Width	1253mm
Height	1372mm
Wheelbase	2261mm
Weight	863kg
Fuel-tank capacity	60 litres
Turning circle	8.23m

PERFORMANCE

Top speed	177kph
Standing quarter-mile	16.4s

business, Retro Automotive, as well as a growing collection — now totalling nine Mazda rotary models. In fact, his fondness for the rotary engine trumps his love of the manufacturer itself.

“I don’t care what it is. I’ll put a rotary in anything,” he says.

Cory bought his R100 from a Gold Coast friend, Damon, while he and partner Lizzie were working in Western Australia. Cory readily accepted the offer and began the process of bringing the Mazda back to top condition.

“It was running so I drove it up to where we were living and bare-metalled it while I was there,” he says. “I took the motor out and stripped the engine bay. It was all sealed up and primed and I pottered around with it for a while. It was blue when I bought it and the original factory pale yellow it was painted in wasn’t that nice so I painted it in Flare Yellow, a Mazda factory colour which I think looks much better and suits the lines of the car.”

About a year later the car was transported back to Damon’s place where it was stored until Cory and Lizzie left Australia with the Mazda to return to New Zealand.

COMPLETE OVERHAUL

A bigger 12A engine is now fitted, as 10A replacement parts are getting harder and harder to come by. A replacement factory radio has been located and fitted along with a horn button and some small chrome trim

pieces around the window.

A comprehensive overhaul of just about every mechanical component on the car has ensured trouble-free running since its completion last year. The odometer now sits at 70,000km after an excursion to the “REunion” event in Taupo at Bruce McLaren Motorsport Park in February 2018. “The night we were due to leave, we drove out to Allanton to see everything was working okay. We left at six the next morning and drove to Taupo along with nine other Mazdas and about 25 people.

It never missed a beat and, except for breaking the extractors out on the track — easily fixed — and a couple of minor wiring issues on the way, nothing else went wrong,” says Cory. REunion is a highlight on the Kiwi rotary enthusiast’s calendar, but with a new addition to the family — a son, Eddie — Cory and Lizzie decided it would be more practical taking their RX-4 up to this year’s event.

With just a handful of R100s running in New Zealand, this little gem is now a rare and treasured car.

“I believe about eight were brought into New Zealand and I know of about four existing,” Cory tells us. “Mazda put a lot of time and effort into making these little cars and you can tell by the way the steel [body] is finished and it’s way thicker. There is also the extra attention to extra badging and trim. The centre console, for instance, is cast aluminium.”

While parts were hard to come by ex-Japan, another friend in Australia has been a great source of hard-to-find bits.



The runners, along with an original and rare Datsun 180B SSS



Cory's Mazda Roadpacer



RX-3 coupé in top condition



This immaculate RX-4 came with an equally unmarked interior

BUILDING THE COLLECTION

"I intend to keep the R100. I'm not into selling them, and I'm trying to get a collection established. So far I've got nine Mazdas. Currently, five do go, so I'm pretty lucky, and there are four to restore," he says.

The big one for Cory, though, will be finding the holy grail for rotary enthusiasts: "It might take a few years before I can get a Cosmo." In the meantime, Cory has the pleasure of refurbishing a Cosmo 10A motor and gearbox in his workshop for Cromwell collector Mike Elford. His very early production model Cosmo 110 is being given an extensive rebuild at Michael Stewart Restorations in Cromwell and will be an impressive example of this model when finished.

"Mike is very lucky. The housing of his motor is totally unmarked, not a

score anywhere, so that is great news," Cory says.

FUN ON THE ROAD

Cory is keen to let us sample his R100 on the road and a few minutes of road time soon shows us what a delight these little cars were in their day, though it's worth noting that this particular car is a little sharper, fitted with the 12A motor and five-speed gearbox, as well as a lower ride height. The smooth running engine and typical rotary rasp surely provide similar sensations to the original, showing that these were fun cars with a lot of character, great handling, and performance to spare.

Cory says: "It's got a wee short wheelbase, it loves corners, and it goes quite well for what it is. It's not cheap to restore and most will take \$20–30K to fix. In this one, the bottom of the rear guards and a wee bit in front of the spare wheel needed to be replaced but there

"It's got a wee short wheelbase, it loves corners, and it goes quite well for what it is. It's not cheap to restore and most will take \$20–30K to fix"

was not a lot of rust. There was no rust around the windows and even the sills were really good. I used a donor 1300 two-door for parts, and there are still a few of those around."

Cruising around Dunedin's hill suburbs showed the little car had none of the shortcomings of some classics in modern traffic, it had plenty in reserve for the more challenging places and it should continue to bring joy for many years to come. ■

100 Years of Mazda

Japanese maverick of the motor industry

By Quinton Taylor, photography by Quinton Taylor, New Zealand Classic Car, and Mazda New Zealand archives

Mazda began in 1920 as the Toyo Cork Kogyo Co Ltd, renaming itself as 'Toyo Kogyo Co Ltd' in 1927. Yes, it made cork sheet before moving into manufacturing machine tools in 1931.

Financial troubles led to more rethinking and with the help of Hiroshima Bank and industry leaders, the company got back on its feet by making a motorized tricycle called the 'Mazda-Go' (model name 'DA') and trucks using the Mazda name, as well as munitions during World War II.

Founded in Hiroshima, well away from other major Japanese car manufacturers, the company is still based in the southern city today and

Mazda was consolidated into a group, which included Toyota and Nissan, focusing on passenger car development

takes a similarly individualist approach in developing its products.

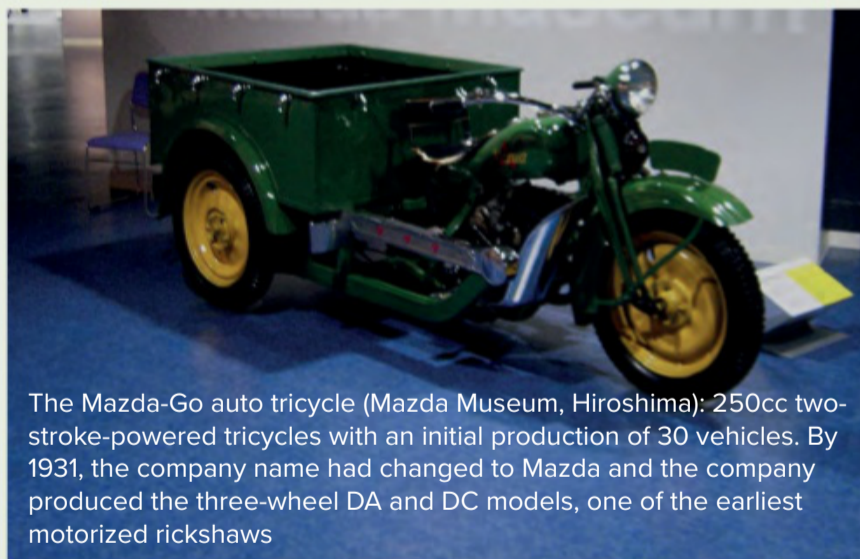
Mazda's first car was the tiny 360, produced in 1960. Company president Tsuneji Matsuda (which is pronounced 'Mazda' in Japan) believed the company needed to develop a unique technology to put itself ahead

of other Japanese manufacturers and establish its international reputation. This progressive drive was encouraged by the Japanese government's Basic Administrative Policy for Automotive Development introduced in 1961, and the Extraordinary Act to Promote Specific Industries in 1963. This resulted in Mazda being consolidated into a group, which included Toyota and Nissan, focusing on passenger car development. However, fearing it would be absorbed into one of the big manufacturers, Mazda started down a path of innovation that would lead to its present-day strength.

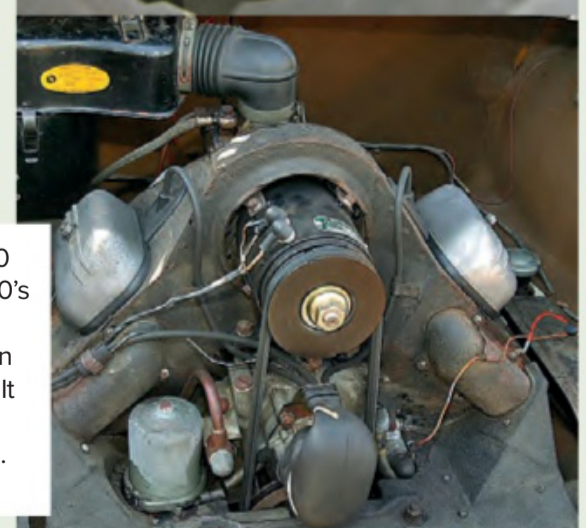
To achieve this, Mazda formed a

MAZDA MILESTONES

Throughout its 100 years of making motorcycles, cars, trucks, and buses, Mazda has produced an array of genuinely innovative vehicles as well as the bread-and-butter models made in partnership with Ford.

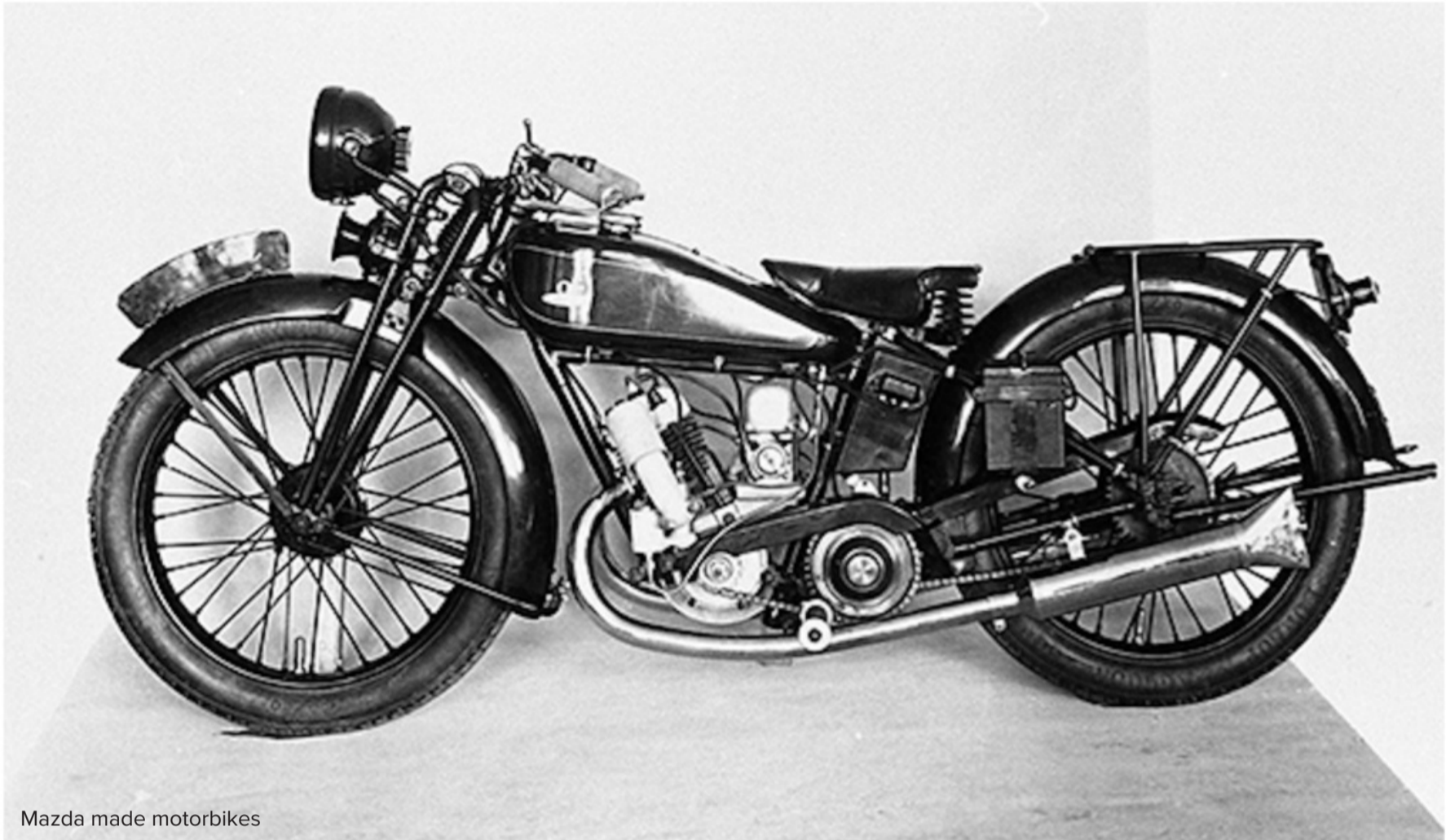


The Mazda-Go auto tricycle (Mazda Museum, Hiroshima): 250cc two-stroke-powered tricycles with an initial production of 30 vehicles. By 1931, the company name had changed to Mazda and the company produced the three-wheel DA and DC models, one of the earliest motorized rickshaws



Mazda's Porter was a tough little 360cc truck that displays a clear lineage to the later and bigger B1600 pickup

Mazda built a prototype car in 1940 but its first production car was 1960's tiny but practical R360 'Kei car' powered by a tiny air-cooled V-twin of Mazda design, fitted in the rear. It came with a four-speed manual or two-speed automatic transmission. Production ran until 1966



Mazda made motorbikes

link with German car and motorcycle manufacturer NSU, which had just released the Wankel rotary-powered Ro 80. The new rotary engine, redeveloped by Mazda, was first put into the Cosmo Sport, then the R100 coupé soon after. Mazda would be the sole manufacturer to remain faithful to the Wankel rotary design, solving many

of its inherent problems after others had given up.

Mazda engineers tackled the rotary's apex-seal problems using a redesigned carbon-aluminium rotor tip. The manufacturer's range of rotary-powered RX-2, RX-3, and RX-4 sports-focused passenger cars earned good reputations for reliability and performance with an

emphasis on driving enjoyment.

Spurred on by tougher US emission regulations, Mazda also found solutions to again improve the rotary in 1974. The oil crisis of 1974 was a blow to all thirsty performance engines, which most definitely included rotaries, but a determined Mazda set about its five-year Phoenix Project that



The three-wheel K360 was just the truck for narrow Japanese city streets

The under-floor-engined Bongo was launched in 1966. The name survived until 2005



The Familia name has been familiar on our roads for 40 years, since being assigned to Mazda's first rotary-engine mass-production car, the R100 model, in 1969



The distinctive Cosmo was a Tokyo Motor Show hit in 1964. The limited-production machine came with a rotary engine pushing the little car up to 185kph. A very early production model is being rebuilt by Michael Stewart Restorations in Cromwell for owner Mike Elford. A later car resides in Tony Markovina's collection in Auckland. Virtually hand-built in very small numbers from 1967 to 1972, the Cosmo showed Mazda's faith in the rotary engine design. In later '90s models, a twin-turbo triple-rotor 20B engine was an option, and the interior featured a touchscreen interface and the first satellite navigation system fitted to a motor car. Sheer brilliance!





To complement the B1500 pickup launched in 1961, Mazda introduced the Mazda Rotary Pickup (REPU) in 1974. Fitted with a 13B engine, some 15,000 units were built but sales suffered due to the 1973 oil crisis and the engine's notable thirst. In 1972, with design and investment from Ford, Courier-badged models were introduced. These were superseded in 2009 by the BT-250 and Ford Ranger. Cory Wilson and the Retro Automotive team in Dunedin built this one. Genuine models are eagerly sought after by collectors in the US

year. It had planned to use the rotary design across the board but eventually conceded that the rotary was best suited to sportier applications.

An innovative heat-exchange system and other detail improvements helped achieve a 50 per cent improvement in emissions in time for the launch of the RX-7 in 1978. The RX-7

The RX-7 built an enviable record on the track, particularly in the US

built an enviable record on the track, particularly in the US where it won

its class first time out at the 24 Hours of Daytona, followed up by plenty of success in rallying.

To insulate itself further from the oil shock, Mazda entered into a partnership with Ford. A former aerospace engineer, Alan Mulally, was put in charge in 1996 and set Mazda on a recovery path. He was called on to do it again for



The pretty Luce R130 was an attempt at a luxury rotary-powered coupé and aimed squarely at BMW's E3 2.5-litre coupé. Designed by Bertone's Giorgetto Giugiaro, the front-wheel-drive car was a rare beast. Fewer than 1000 were made



The RX-7 and all its variations, right up to the last Series 8 'Batmobiles', are possibly the best known of the marque thanks to motor sport successes on both the track and in world rallying. RX-2s and RX-3s were also popular rally mounts here in New Zealand throughout the '70s, '80s, and '90s



Rod Millen was just one driver who enjoyed local and international success in the RX-7

Christchurch's Marcus Van Klink has kept the RX-7 in the public eye and lately his RX-8 has proved to be another formidable Mazda



The conventionally-powered 323 / Astina was a popular car in New Zealand with its low-angle bonnet and pop-up headlights. Second-hand imports from Japan flooded onto our used car market

Ford USA in 2006 and stabilized the company to avoid bankruptcy.

Here in New Zealand, we saw a range of cars and pickups badged with both Ford and Mazda until 1997 when assembly ceased.

In 2008, Ford sold its interest in Mazda for \$US540M, reducing its shareholding in Mazda from 33.4 per cent to 13 per cent, then to three per cent in 2010, and zero by 2015. Mazda bought back 6.87 per cent of its stock, with 20 other unidentified Mazda business partners taking the rest in 2008. Mazda continues a strategic relationship with joint ventures with Ford such as with the Ford Ranger / Mazda BT-250 models.

In May 2015, Mazda signed an agreement with Toyota to form a long-term partnership supplying the manufacturer with fuel-efficient Sky-Active petrol and diesel engine technology in exchange for hydrogen fuel cell systems. Mazda had racked up a cumulative production in Japan of 50 million units by 15 May 2018, and it aims to sell 1,660,000 cars this fiscal year in an impressive structural reform.

“ZOOM ZOOM”

To date, the finest result for the rotary engine and Mazda occurred at Le Mans in 1991 when the amazing 787B took line honours. It was the first Japanese car to win the famous 24-hour race and the first non-piston-engine car to do so.

Mazda had previously tried with RX-7s but they just weren't competitive in the top class and had to settle for competing in the IMSA GTP class. Time was of the essence as the FIA would be moving towards banning rotary engines, so an all-out effort was needed for 1991. Designed by Englishman Nigel Stroud, the 787 debuted in 1990. Stroud's credentials included time with March, Hesketh, and Lotus under Harvey Postlewaite.

For 1991, Stroud completed the tub, which was then sent to Japan and Mazdaspeed. It featured carbon-fibre composites in a honeycomb structure, different suspension geometry to 1990, larger wheels, and carbon-ceramic disc brakes for a total weight of just 850kg.

Mazda had developed a very special engine for this car, the R26B. Consisting of four rotors fed by

variable inlet trumpets and three spark plugs per rotor, the new design saw power jump to a healthy 522kW at 9000rpm and torque jump to 608Nm at 6500rpm. The engine could make 693kW at 10,500rpm, but the former setting was used for reliability. (Source: Mazda Museum.) Drive was through a Porsche transaxle.

Three cars were built and the winning car (787B-002), with



DIVINE INSPIRATION

The name 'Mazda' comes from 'Ahura Mazda', the Zoroastrian god of light. Mazda also has a place in petrolhead heaven.

'Mazda', although always used, was not formally adopted by the company until 1984.

The Familia GT-X four-wheel-drive models were powered by a turbocharged 1.8-litre motor and very popular with young enthusiasts in the late '90s and early 2000s. In 1992, Mazda added a considerably enhanced rally-homologated GT-R version with 154kW. Allegedly the simple trick of removing a screw from the rear of the instrument cluster marked '180kph' removed the speed limiter, making life more interesting!



The MX-6 got Mazda's smooth and peppy 2.5-litre V6 engine. It also came to New Zealand as the Ford Telstar sedan. Ford released a limited-run Paul Radisich version in 1994 and 1996. New Zealand production of all Mazda and Ford versions finished in 1997



Mazda pulled out a bit of a surprise with its RX-8 in 2001. Mazda management OK'd the project for production on one condition: that it had four doors — hence the distinctive 'suicide' rear doors. Front engine and with rear-wheel drive, the RX-8 enjoys almost perfect 50/50 weight distribution. At 1.3 litres, the top-option Renesis engine is rated at 177kW at 8250rpm. A special 40th-anniversary edition for the rotary engine was launched in 2007 and the RX-8 was finally withdrawn from production in 2012. The Spirit R version was limited to 1000 cars and sold only in Japan. It included a host of mechanical and body modifications. With a top speed of 270kph, it was the fastest RX-8 made and is a rare car



Mazda Xedos 6 ('Eunos 500' on Japanese imports here), was aimed at BMW's E36 3 Series and ran Mazda's V6. Introduced in 1993, a time when Ford had a financial interest in Mazda and Jaguar, the Xedos was often rumoured to be the base for an impending small Jaguar saloon



A striking silhouette and an ear-piercing sound make the 787B a standout car at any event

“The fact is that if you want a sports car, the MX-5 is perfect. Nothing on the road will give you better value. Nothing will give you so much fun. The only reason I’m giving it five stars is because I can’t give it fourteen”

Jeremy Clarkson

Johnny Herbert at the wheel, beat the favourite Jaguars home — the Mazda’s pace was phenomenal. It was then retired to spend most of its time in the Mazda Museum in Hiroshima. The other two cars continued racing that season to finish fourth and fifth in the Japan and world championships, respectively. Inspected after Le Mans, the R26B was found to be in exceptional condition, proving the durability of these little engines. This wasn’t the end for the R26B engine, either, as it saw continued service in a Mazda RX-792P for the premier IMSA GTP category.

In 2011, 787B-002 was restored by Mazda staff who had participated in the original Le Mans programme. Testing at Mazda’s Mine Proving Grounds drew a huge crowd of enthusiasts in preparation for a 20th-anniversary demonstration run at Le Mans prior to the main race.

With four replicas completed at the same time as the restoration of 787B-002, one was donated to the Le Mans museum and one was seen last year in New Zealand. This amazing car draws crowds wherever it goes and, in perhaps the ultimate modern accolade, it has featured in a long list of video games over the years. ■

Mazda’s answer to a quick and cheaper design solution for a bigger upmarket car in its line-up was to buy Holden Premier bodies, enhance their equipment and re-power them with a rotary engine. Enter the Mazda Roadpacer. This example owned by Cory Wilson in Dunedin



The 2020 Mazda line-up



In New Zealand, Marcus Van Klink has kept the rotary flag flying with his impressive rally RX-8



Mazda has found other uses for the rotary engine, such as in this electric-powered car with a tiny rotary supplementing the battery range





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BEAUTY AND THE BEAST

These two gorgeous Renault Alpines have a lot in common — but they couldn't be more different

By Ian Parkes, photography by Strong Style Photo





Sometimes you just have to shake your head in wonder at the way things are. How can two of the most beautiful and delightful cars from the classic and modern eras be so rare?

Beauty is subjective, sure, but the owner of both of these Alpine 110s, Donald Webster, says the routine reaction from those seeing either car for the first time — but especially the more dramatic older car — is wonderment and a stream of superlative compliments.

Anyone who recognizes the original Renault Alpine 110 will surely recall images of its 1971 Monte Carlo win and the multiple podiums achieved in the first World Rally Championship in 1973.

Its beauty is more than skin deep. The 110's unusual backbone chassis and light fibreglass body made it — especially the later model with the 1565cc Renault 16TS engine — a very potent package. In common with many French cars its sophisticated suspension, which includes four shock absorbers at

Its beauty is more than skin deep. The 110's unusual backbone chassis and light fibreglass body made it a very potent package

the rear, gave the car a very compliant and supple ride, which surely helped its drivers stay focused, fast, and accurate. The car effectively dominated the rally scene until the arrival of the rally-specific Lancia Stratos, which lifted the game to a new level.

The Alpine brand was then applied to a couple of other bigger and heavier GT cars, the best known being 1984's Alpine GTA, but they didn't find much favour and Renault decided to stick to its knitting. That is until, after almost a 20-year hiatus, Renault came back in 2017 with this modern tribute, a car that is so much a reincarnation of its

predecessor it is also called the Alpine 110 (A110: A-one-ten). It picks up many of its predecessor's design cues — the distinctive moulded headlights, the bonnet creases, the scallop in the side panels, and the depressions in the rear wings echoing the scoop of the original — but they are blended so elegantly its almost an insult to consider them as imports. Ten out of 10 for style then, but can the new car match the superb dynamics of the original small and very light car?

UNDER THE SKIN

This particular 1971 Alpine — which the French pronounce 'Alpeen' — is well known to participants and followers of the Targa New Zealand tarmac rally. Its owner, Donald Webster of Auckland's North Shore, has campaigned it in 13 of the last 15 annual Targa events. The Targa gives enthusiastic owners of classic and sports cars an almost priceless opportunity to drive their cars as intended on rewarding closed roads for five days



each year. Donald is almost as dedicated to this event as he is to French cars, which are in his blood.

His family is associated with Campbell Motors, which imported Renaults and Peugeots for many years. He has driven Renaults and Peugeots all his life. And it's not just Donald who is still flying the flag. His wife, Penny,

And it's not just Donald who is still flying the flag. His wife, Penny, drives a Peugeot RCZ

drives a Peugeot RCZ and their progeny Peugeots 307; 308 GTi; 508GT SW; and, until recently, a 407 wagon.

Donald drove his first five Targas, starting in 2000, in a Peugeot 106 Rallye that had already been set up as a competition car with a roll cage. But he always thought the Targa should be for classic cars. In that case, what would fit the bill? He considered a 504 as the family business had campaigned them in the past, or a Renault Gordini, but once the thought of an Alpine occurred to him there was no going back.

"It really is a boyhood dream come true," he says.



BONJOUR MONSIEUR

Finding one of these legendary classics was easier said than done. Donald pored over the French magazines devoted to the marque. They included classifieds but, not trusting his French, he didn't call. Then one appeared with an email address. That gave him the chance to compose something approximating French. He received a reply in perfect English from the owner, Ian Anderson, of South Wimbledon.

Ian was the president of the UK Alpine club. To this day, the car carries plaques from some of his competition wins. The deal was done and Donald took delivery of the car in New Zealand in 2004. Its aluminium engine had been sleeved out to 1905cc and breathed on in other respects. It made a very effective weapon for the 2005 Targa until it seized 300m from the finish of the final stage of the event.

Donald got in touch with the engine builder in the UK, who was surprised it had lasted that long. While the Renault engine is famously reliable, he had built it as a sprint engine and the 150 or so kilowatts he extracted was really pushing the envelope. Donald opted for a more conservative 1796cc set of sleeves, which hit more of a sweet spot. It makes just less than 142kW — more than adequate in a car weighing less than 900kg.



It makes just less than 190 bhp — more than adequate in a car weighing less than 900kg

Donald has entrusted engineering on the car to Brett Matthews of Berton Automotive. He has recently fitted a billet crank for greater peace of mind. It also sports exhaust headers crafted by Duane from Monster Engineering. They feature a slip joint arrangement for each extractor right at the cylinder head inspired by Mike Lowe's 'Barty', a Fiat Abarth, and another famous Targa car. The headers are unsupported right to the

muffler, so this has cured a long-standing cracking problem. "The vibration in this set-up is a killer," says Donald.

Brett Matthews has also added a water-cooling system self-bleeding arrangement, as removing airlocks from the front radiator / rear-engined system was a nightmare. He has also added an engine-oil catch-tank to the rocker-cover breather, which keeps the back of the car and surrounding countryside cleaner, and he has beefed up the oil-cooler system. Donald says the oil would get hot but not dangerously so, and the main bearings were always in good condition at rebuild time. Over the years, the gearbox has received new driveshaft seals and a new third-gear synchro.





TWICE AS GOOD

The suspension has needed remarkably few refinements. Donald has fitted slightly stronger front springs and replaced the front shocks with Bilsteins, just because they are rebuildable. The rear shocks are still standard, and the original units. The Alpine is now close to ideal as a Targa car. So what do you do when you have an Alpine 110 that's the answer to your hopes and dreams? You get another one.

Like many Alpine fans, Donald was agog when Renault announced the new Alpine 110, left-hand-drive only at first but then a right-hand-drive version was announced. It wasn't long before he decided he had to have one, but getting one was not straightforward. Renault in New Zealand decided, for various deplorable money-related reasons, it would not bring the car here. However, Donald was in touch with another Alpine fan and Renault service centre owner in Australia who had ordered one of the 60 being imported there. When he decided at the last minute he couldn't go through with the deal he offered the car to Donald. That meant Donald had to pay the import duties and registration both in Australia and New Zealand, but to a true devotee like Donald that didn't matter. Well, not enough to put him off.



It wasn't long before he decided he had to have one, but getting one was not straightforward

A GORGEOUS GARAGE

As a result, opening his garage door reveals not one but two of the most beautiful car visages, as the French say, in the country. And they are two cars that back up the promise of those good looks with a superb driving experience.

We take them out. Donald says the cars are "very different" but he is interested to hear about the similarities between the two. The original 110's driving virtues were exemplified by its rally success. The modern iteration



has also garnered praise from reviewers who said it drove and handled a level above its competitors on price, chiefly Alfa Romeo's 4C, and the Porsche Cayman.

We head north to find a twisty road and the new car's composure is





Yes, the Renault badge is not as upmarket but in this market, it's Porsches that are common

immediately apparent. It's as easy to drive as any modern car, its seven-speed double-clutch transmission handling the power distribution without fuss. There's a pleasant low rasp from the mid-mounted turbo 1800cc engine and just enough supple feedback from the suspension to let you know what's happening down there. It's a very charming companion with a hint of flirtiness reminding you it's a sports car just waiting for the chance to play.

Being prompted to engage had me reaching for a gear lever but once on a twisty section of road that mattered less, rather than more. Dabbing at the paddles or just leaving the box to its own devices meant you were free to enjoy the flow and flick of the car's nimble prowess and fierce response. On the move, the car does everything right to a surprising degree. It irons out the road irregularities, yet you sense its lightness in the way it refuses to bottom out despite provocation, and the way it darts into corners.

And you can double that for Sport



mode. The intake bellows, the exhaust crackles, and the throttle response sharpens. On this road it would take a skilled driver to conclude it needed more power. But it never gets scary. The chassis handles all of the cracks, slumps, and random-radius turns with ease. Corner tightening? Just turn in more, and squirt. Sumptuous.

ADDING LIGHTNESS

Some reviewers have quibbled about materials in the interior trim for the car's cost. I must say, if I hadn't been prompted by these comments to look, I wouldn't have noticed anything being below par, with the possible exception

of the panel under the windscreen. But there are other delightful touches, like the tricolour badge on the rear pillars, the chrome 'A' badges on the parcel shelf and front wings, as on the original, and classy-looking chrome vents and quilted padding on the seats. The bare-metal door cappings are a deliberate design choice and the seats don't recline at all but lightness — 1100kg all up — was a clear design goal and that imposes a certain asceticism. And apparently the finish is far better than that of a Lotus, another car builder that adds lightness. There's no limited-slip diff, or separate handbrake but these wheel control duties are all combined in the rear discs. Yet everything you'd want is there, and I applaud Alpine's dedication to the driving experience first and foremost.

It's genuinely hard to understand why more people haven't acquired them. They make a fantastic alternative to a Porsche or an Audi. Yes, the Renault badge is not as upmarket but that is a shallow judgement. In this market, it's Porsches that are common. The Alpine certainly has much greater exclusivity. It looks superb and the driving experience has, according to Donald, persuaded at least one Porsche driver of his acquaintance to trade up to an Alpine. Donald's car is the Premier model, and he paid over the odds to acquire his car, but surely there are other takers here for something this good?

PRETTY BRUTAL

Nicely warmed up, we swap cars. The original A110 is very low, the doors are small, and the side protection offered by the substantial roll cage calls for flexibility and practised technique if you aren't going to jam your leg under the steering wheel. The seats are directly bolted to the roll cage's cross braces. The fibreglass body will offer no crumple protection in a crash so Donald says finding himself sitting in a bare roll cage in a field surrounded by shredded fibreglass would count as a good result.

The corner of the small windscreen, and the roll bar, are close. The pedals are massively offset. The bottom-pivoted clutch and brake are unbelievably heavy. Almost every new driver is taken aback and asks Donald if he has to work out to drive it. Driving it means he doesn't have

to work out, he says. I remember Donald said the cars are “very different” — with just a soupçon of understatement. It’s hard to imagine how two cars with the same looks, same parentage, and even the same name could be so different, although it’s true they have been on different paths for nearly 50 years.

The original A110 is a very pretty car, but its Group 5 bodywork with its flared guards, its whale tail, and its 15-inch wheels means the car also looks brutal. “Pretty brutal,” Donald concludes, which I now see is apt.

The clutch engages nicely but it takes a long and hefty shove to disengage. Donald says he always double-declutches, both changing up and down. And he takes it slowly. Trouble is, roaring up a winding road with a free-breathing race engine bellowing in your eardrums doesn’t give you a lot of time and I rush the changes.

Then Donald points out my deathlike grip on the gear lever. I’ve applied the muscularity needed for the long-throw pedals and the unassisted steering to the gear lever which, in contrast, demands a light touch. Some mental decoupling is called for. And here’s another uphill corner. I back off slightly and focus on gear changes, trying to switch my grip from

The engine’s ever-present roar turns into a battering howl, then it bays with unrestrained fury. Using full throttle is over the top in every respect



the strangling-the-chicken style I’ve adopted to the gentle guidance Donald recommends. Frankly, my changes are still mostly rubbish. And I find it hard to not hit the throttle in between clutch dabs on the up changes.

SENSORY OVERLOAD

It’s hard work but it provokes the biggest smile a car has put on my face for many a year. I end the twisty section under assault from sensory overload. After the photographer has taken some photos we motor back to Auckland. Alone in the original, I get on better terms with this car. I can slow down the gear changes and stroke them through in a much more satisfying way, the double-declutching working as intended.

The fibreglass body, dash, and windows rattle and buzz, keeping up a non-stop chatter with the still-shouting engine. Donald reckons he could chase down all those rattles, and one day he might do that, maybe fit new rubbers and tidy up the trim. One day. But for now the car is blatantly and proudly a working road-legal racing car.

The four-point harness sits heavily

on my chest. There are a couple of opportunities to use more of the throttle, which goes way further than I thought. The engine’s ever-present roar turns into a battering howl, then it bays with unrestrained fury. Using full throttle is over the top in every respect. The wheel needs a hefty effort to turn. I can feel my left foot aching a little from its battles with the clutch. The spindly indicator has a long throw; the large flat front gauges are twisted in their housing to show the most relevant portions through the small chunky steering wheel. The curved chrome door lever and window winder remind you this car is halfway to being an antique. Donald is right. The car’s delicate lines are misleading. This car is “pretty brutal” but it’s easy to see how, given time to acclimatise, it would deliver massive amounts of unfiltered fun, especially on a closed road. This particular car is utterly different from the new example but in one respect it is very much the same.

It handles spectacularly well. The steering is direct and, not having an engine in the front, it is responsive. The massive torque of the engine, or the effect of what there is on a lightweight car, means the gear changes I am so keen to master are less of an issue on the road. Select a gear, and you can rip through a series of corners focusing just on picking the right line and being smooth. And the suspension makes it smooth. I’m sure this race car has a much more compliant ride than many other race-prepared cars in the Targa. It’s hard to picture immediately after the assault I’ve just experienced but surely that suppleness translates into a more relaxed and composed drive over the days of Targa competition.

Beauty, in both cars, is more than skin deep. ■



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SOMETHING THEY DID (THE MALLOCK U2 OR SID III)

Stirling Moss, Piers Courage, Max Mosley, Harvey Postlethwaite, and Patrick Head are only some of the motor sport luminaries who have owned and driven these cars

By Terry Cobham, photography by Strong Style Photo







As they were good enough to be owned and raced by former heads of design and engineering at Formula 1 (F1) teams Williams, Ferrari, March, Wolf, and Tyrrell, the U2s deserve their now-legendary status.

Sport Cars category racing is often considered a poor cousin of motor sport in general here. This wasn't always the case though. A few decades ago, the Sports Car grids were full of weird, wild, and very interesting cars.

Gary Pederson and his Gemco Oldsmobile — tyres as wide as Texas and horsepower for Africa — shook the ground like a small earthquake, as did the Australian Elfin of Graham Harvey, all 6.5 litres of it. Then there was the peculiar but spectacular, locally made, chain-driven Stanton Corvette. Andy Buchanan had a real Ferrari 250 LM, an Italian V12 against all that American V8 muscle. Last heard of, that car was in the personal collection of Calvin Klein in New York and is now reputedly worth upwards

of US\$10M. Sandwiched into those grids were many other fascinating local creations. The Lycoming Special that featured in this magazine a few issues ago was fast enough at times to win against all of the above.

Sport Cars category racing is often considered a poor cousin of motor sport in general here. This wasn't always the case

BACK IN THE DAY, SID I

A local car that did more than just make up those grids was driven by its designer and builder, Jamie Aislabie. With its aircraft-cockpit windscreen, the car was known as the 'SID I'. It was initially powered by a 3.8-litre Jaguar engine but a few years later, by the 1972/'73 season, it was motivated

by a 4.7-litre Ford V8. That was the year that Jamie won the New Zealand Sports Car title for the first time. That was also the last season that Sports Cars ran as an open class here. From that point on, the maximum engine size for this class was reduced to two litres.

Jamie then created another car, the 'SID II', from what remained of the original Bray brothers sports car. He found this on a wharf — not the ideal place to keep an unused race car.

THE OTHER U2

A few years later in 1979, Jamie was on the lookout for another sports car project. He found what he was looking for in Hawke's Bay: the ex-Malcolm Webb Mallock U2.

The Mallock U2 cars were either built by Mallock in the UK or plans and jigs were sold to would-be builders and they would make their own cars. Short-circuiting quality control in this way meant there were



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both good and less-good examples of the same thing, which is why Jamie chose the car he did. Other choices were available.

The 'U2' name was inspired by the Charles Atlas body building kits of that era. Their strapline was "You too can have a body like mine". It applied neatly to the cars, which soon established a very impressive reputation and created the opportunity for many would-be racers to get themselves onto race tracks, after putting in a bit of effort.

Clubman racing was well-established in the UK in the mid 1950s. It was a formula for low cost, front-engined, open-topped cars, which allowed the ordinary guy to compete without having to outlay significant sums for one of the new specialized rear-engine out-and-out racers. Lotus 7s and derivatives, U2s, and similar made up most of the field for this class of racing.

A BRITISH SECRET SERVICE GURU

Major Arthur Mallock was by day an electronics engineer for the British

The whole thing was laid out on the garage floor and then tubes were welded up in accordance with chalk lines drawn around all those bits

government. All very hush-hush and to this day much of his work there is still covered by the Official Secrets Act, apparently. By night, though, his passion was designing and building racing cars and, to his credit, incredibly quick racing car chassis. Ironically, it is only the work he did at night which can be seen in full

daylight, where it is much admired by aficionados.

Major Mallock had been designing and building racing cars for a number of years but the U2 chassis made a nice little sideline business. For £48 10s, he would sell you a U2 chassis which would then be built up from there. Owners would power these cars with any number and variants of suitable and unsuitable engines. BMC and Ford units were the obvious choice at that stage and the Mallock cars gained in stature as hill climb and race track cars.

The whole thing was laid out on the garage floor. The driver's seat and controls would be positioned on the floor; engine, transmission, and suspension added accordingly and then tubes were welded up in accordance with chalk lines drawn around all those bits. Torsional rigidity was added by trial and error. Testing was done by hanging weights from each corner of the chassis and measuring the deflection and





adjustments were made until Mallock was satisfied with the results.

THE RIGHT U2

Whatever he did worked very well and Mallock's expertise with chassis set-up was widely recognized. He worked with Stirling Moss, Piers Courage, and many others on an amazing range of race cars. His reputation was that he could 'always' get more speed from the chassis set-up.

Back in New Zealand, Jack Oakley had built the featured Mallock U2 chassis in Wellington. This would have been welded together using Mallock plans and jigs but the car was built in New Zealand. Jamie was aware of other U2s and even of others for sale but he had his eye on this particular one because it was "fast".

FRONT ENGINED AND IDEAL

Jamie acquired the car in 1979 and by the beginning of the 1980 season, he was racing it. He believes "a front-engine car which is correctly set up will out-corner and out-brake a rear-engine car".

To the novice, it seems there is almost no difference in weight distribution of a front- or rear-engine car race car. To slip into the driver's seat of this car is a bit like putting on a tight pair of jeans. The motor is slightly offset beside your left leg, the gearbox against your hip, and the diff just below your left shoulder. The right-side wheels are against your right ankle and elbow. There's no such thing as wasted space. In fact, Jamie

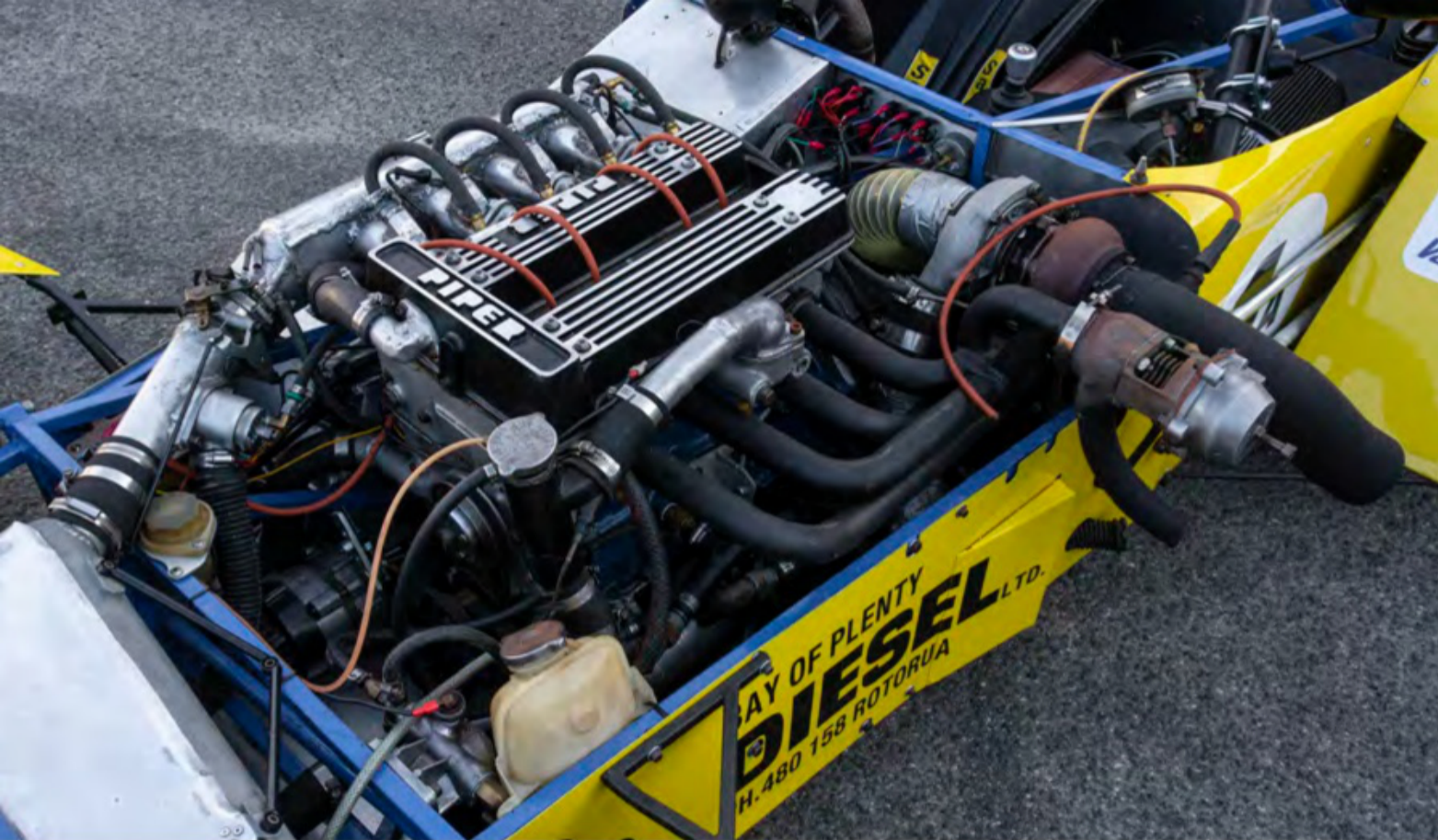
used to wear slippers when racing the car: a practical solution resolving both the need for feel and very limited space. Every significant piece of the calculation is between the front and rear wheels.

Only ancillary parts like pumps, tanks, and radiators are ahead or behind those wheels. Everything is mounted very low for that all-important centre of gravity and reduced frontal area.

The nominal passenger side houses the intake end of the turbocharger unit. It's obvious this car is built

"A front-engine car which is correctly set up will out-corner and out-brake a rear-engine car"





simply to go and win races, and that is what it has done.

A LITTLE HISTORY

Jamie has won nine national Sports Cars championships, plenty of them in this car during the 13 years he owned and raced it between 1980 and 1993. To this day he holds the outright lap record for the small Taupo circuit.

While it is still a Mallock, it is more accurately named today as the 'SID III'. It began life as a Mallock Mk VIIIb U2, but Jamie and a few others have continually developed the car. Across its life, with these improvements, Jamie took 10 seconds or more a lap off his time at virtually all circuits here in New Zealand.

STATUS ASSURED

Today the car has reached the end of its development and it is now truly an historic New Zealand racing car. The Mallock chassis still forms its backbone

and is one of the reasons it is still so fast. Added to that is the bodywork created here, the McLaren Mk4A front hubs and AP brakes, the Brabham/Girling rear brakes, Brabham magnesium wheels, the Alfa five-speed gearbox, and the Ford twin-cam 1428cc motor: well under the two-litre class max as required by the formula applied for turbo motors. This unit turns out a massive 224kW to the rear wheels at 7000rpm. The motor doesn't stop revving at that point, though. Its usual racing max revs being in the area of 8500 to 9000 but Jamie says he has seen 11,000 on the counter in times of stress. The little car sits so low to the ground you wonder what all the fuss is about the Ford GT40, named for the fact it was only 40 inches (102cm) high.

The car finished its racing life and then lay dormant until Kim Wilson of Cambridge bought it in 2010. He then commissioned Jamie to rebuild the car to its very best. A complete ground-up, and nuts and bolts restoration has been completed since then. The list of new and refurbished bits and pieces starts with the

body panel and only finishes deep inside the mechanicals. Everything is either new or rebuilt and the car is now a spectacular race-capable showpiece.

So, this is a car that was conceived on the floor of an English garage, born in another on the other side of the world, which then reached maturity around the racetracks of New Zealand. It now has a well-earned place in the folklore of New Zealand motor sport. Oh, and that name? It's not named after another kind of celebrity; Sid James never made a Carry On Racing film. Jamie offers two alternative explanations. Something I Did, or Still In Debt. Take your pick. ■

MALLOCK U2 1969 SID III

ORIGINALLY MALLOCK MK VIIIb LATER
UPDATED TO MK XII

Engine	Ford twin-cam, L1 and BD3 cams, dry sump
Capacity	1428cc
Bore/Stroke	79mm/72.55mm
Power	209kW at 7000rpm
Fuel	No 1 electronic fuel injection
Transmission	Alfa Romeo five-speed
Differential	Escort (modified), Quaife limited-slip
Suspension, F/R	Unequal-length wishbone with Triumph Vitesse uprights, forward links and panhard rod
Brakes, F/R	AP four-pot calipers, 11-inch floating disc / Brabham Girling disc
Wheels, F/R	10x13-inch Brabham Magnesium / 12x13-inch Brabham Magnesium
Race History	Top 3 SCANZ overall placings: 1982, '83, '84 Winner: 1986, '87, '88, '89, and '90



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Chrysler-Ghia Streamline X 'Gilda', Giovanni Savonuzzi

THE MOTOR CAR AS AN ART FORM

We have certainly come a long way since the exhibition entitled *8 Automobiles*, shown at the Museum of Modern Art in New York in the autumn of 1951 — the first exhibition concerned with the aesthetics of motor car design

By James Nicholls with supplied photography

It was here the often-used term 'rolling sculpture' was coined by curator Philip C Johnson, director of the Department of Architecture and Design, when he said, "An automobile is a familiar 20th-century artefact, and is no less worthy of being judged for its visual appeal than a building or a chair. Automobiles are hollow, rolling sculpture and the refinements of their design are fascinating. We have selected cars whose details and basic design suggest that automobiles, besides being America's most useful Useful Objects, could be a source of visual experience more enjoyable than they now are."

Design sophistication was illustrated by the journey from a 1936 Mercedes' 'four enormous wheels carrying a box' to the sculptural unity of Pininfarina's 1949 Cisitalia. It struck a chord. Two years later, in the autumn of 1953, The Museum of Modern Art (Moma) followed up the exhibition with *10 Automobiles*, showcasing post-war cars. Nine of them featured Italian design, and the exhibition celebrated their fitness for purpose beyond simply



supportive material, as if a mastermind on the automobile were illustrated by a picture researcher on speed. But ultimately cars lack logic and coherence. It is a museum-quality car-boot sale. The story of car design, one of the defining activities of the modern age, remains to be told.”

Perhaps it is being told on the outskirts of Paris. The French seem to have a knack for

The exhibition celebrated their fitness for purpose beyond simply the provision of lounge-like comfort

the provision of lounge-like comfort and “the absence of all sensation”. The rest, as they say, is history — exhibitions of motor cars now being quite common. Indeed, at the moment there are two big exhibitions taking place in London and Paris.

A TALE OF TWO CITIES

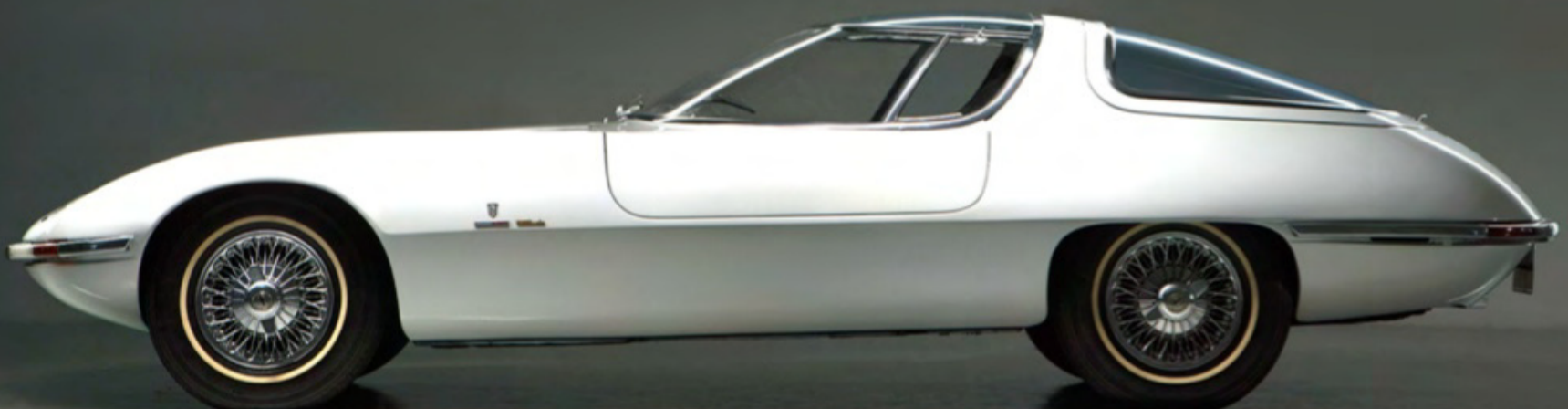
The V&A in London, the self-styled “world’s leading museum of art and design” is showing *Cars: Accelerating the Modern World*. Apparently this is a missed opportunity, despite some of the

exceptional vehicles and accompanying items on display. Stephen Bayley, once described by an influential design magazine as the “second most intelligent man in Britain”, creator of the Boilerhouse Yard project in the V&A, and the Design Museum with Sir Terence Conran, and once the creative director of the Millennium Dome, delivered this verdict in *The Spectator*: “This exhibition is a rare attempt to explain the car, perhaps the most dramatic since Moma’s 1951 New York show ... This exhibition contains marvels of

‘artifying’ the mundane, just look at Marcel Duchamp’s *Fountain* of 1917, for instance. It was the French philosopher Roland Barthes who in his definitive essay on the original Citroën DS said, “cars are our cathedrals”.

At the Château de Compiègne, 40 minutes from Paris-Gare du Nord, built in 1751, where Napoleon III and Empress Eugenie would host and entertain 100 guests every autumn from 1856 until 1869, and which became a museum in 1927, there is an outstanding exhibition entitled *Concept-Car: Beauté Pure*.

Chevrolet Corvair, Testudo Bertone



BEAUTE PURE AT THE CHATEAU

The exhibition *Concept-Car: Beauté Pure* (pure beauty), co-organized by the Château de Compiègne and the Réunion des Musées Nationaux, Grand Palais, heralds the revival of the Musée National de la Voiture, the world's first museum dedicated to locomotion, which was opened at Compiègne in 1927 and is now to embrace the motoring heritage of the 20th century.

Bringing together some 30 automobiles, motorcycles, and record-breaking vehicles as well as around 100 photographs, documents, preparatory drawings, and models, this exhibition retraces the origins of the motor vehicle in the form closest to a work of art: the concept car. Having first appeared in the 1930s, these vehicles were generally made as just one

example, constructed as part of a study on aerodynamism or style or, later, for commercial promotion.

All the leading manufacturers, designers, and master coachbuilders produced this type of vehicle, sometimes called the 'dream car' in the US. Although they were often destroyed after a temporary display, the effervescent curator Rodolphe Rapetti, who seems the sophisticated personification and embodiment of

The French seem to have a knack for 'artifying' the mundane

a good Champagne, has been able to procure some of the surviving models.

This exhibition, which is the first to focus on this theme, presents the

genealogy of these unique objects. The vehicles are displayed in the rooms of the chateau built for Louis XV, and thus establishes a dialogue between its 18th-century architecture and 20th-century design: the architecture of the motor car.

JUST THINK OF THE JETSONS

Rapetti and his team in *Beauté Pure* have perhaps come the closest to defining what the motor car means in sociohistoric terms and how the automobile, in the past, present, and the future, affects our everyday lives.

Foremost among those exhibited in France is Giovanni Savonuzzi's 1955 masterpiece Streamline X 'Gilda' for Chrysler-Ghia — just think of *The Jetsons*. Others include the incredibly contemporary-looking L'Œuf électrique, dating back to 1942 by Paul Arzens;



300-Leyat Hélica Sport, Marcel Leyat

Vsevolod Bahchivandzhi's REAF 50 family car; and the drop-dead-gorgeous 1963 Chevrolet Corvair Testudo Bertone, by Giorgetto Giugiaro for General Motors (GM).

This is no car-boot sale; it's a coherent and interesting search for our understanding of the object that we call 'the motor car'. It is commonplace today to recognize cars as valid works of art which can be driven, or mounted on a wall, or displayed in a gallery, but in the '50s — even as American car designers were sculpting the optimism of age in curves, wings, and chrome, and customizing was becoming a form of everyman self-expression — seeing cars, essentially utilitarian objects, as art was a relatively radical concept.

As Roland Barthes said in 1957 in *Mythologies*, "The object here is totally prostituted, appropriated: originating from the heaven of Metropolis, the Goddess is in a quarter of an hour mediatized, actualizing through this exorcism the very essence of petit-bourgeois advancement." And if that's not an empathic validation of the artistry inherent in this particular automobile's design, I don't know what is.



"The very essence of petit-bourgeois advancement"

It celebrates the Citroën DS, which in 2018 became just the ninth vehicle, among some 200,000 pieces overall, to go on permanent display at Moma in New York. ■

L'Œuf électrique, 1942, Paul Arzens





A need for speed

Entrepreneur, aviator, record breaker, Garth Hogan describes himself as a hot rodder at heart, in Lunch with Garth, part two

By Michael Clark

Garth grew up in a “Ford house”. He was, and very much still is, a self-described “Ford guy” but realized early on that in drag racing he needed to go to the opposition. “The Ford stuff was all custom made so you were doing the development work [yourself], whereas Chev parts were all off the shelf. It didn’t feel comfortable, but it was practical,” he says.

Garth describes himself as a hot

rodder at heart, saying, “I love them as an art form because each car makes a huge statement about its owner — especially the beautifully engineered ones.”

However, the need to race had become all-consuming once Garth had got an initial taste. When it came to searching out sponsorship support, he encountered something of a brick wall: “It was always

disappointing talking to potential sponsors about drag racing. There is a prevailing negative attitude from traditional motor sport people and mainstream media seemingly wanting to perpetuate a perception of deadbeats.” Despite being well-educated, personable, and intelligent, Garth found it difficult to overcome his feeling that drag racers were “the poor cousins of motor racing”.

NUMBERS GAME

Perhaps more than any other form of motor sport, drag racing is a numbers game. Power output; cubic inches; torque; elapsed time (ET); and, of course, speed — both in terms of the end of the quarter-mile and the driver's reactions. While a mathematics degree isn't critical, a working knowledge of chemistry and physics comes in handy. "ETs are determined by power, not by top speed; the important thing is putting that power on the road," says Garth. "If you burn more nitro [methane], you can't help but make more power. Towards the end we were getting up to 5000–5500hp [3729–4101kW] at 8200rpm on a blend of 95 per cent nitro and five per cent alcohol. That meant pumping 45 US gallons per minute."

SOMETHING OF A FIXATION

If the US is the home of drag racing, then speed's capital city is Los Angeles (LA). It was only natural that Garth

and others would visit as frequently as practical to buy parts, attend race meetings, and make connections. "The US guys were doing it so much more often. We were lucky to be doing 10 or 12 runs a year. They were doing hundreds," he says. Among the

"It was always disappointing talking to potential sponsors about drag racing. There is a prevailing negative attitude ... wanting to perpetuate a perception of deadbeats"

numerous connections Garth made was drag racing legend Joe Pisano: "He became a great friend and a real mentor for me. We were blowing up stuff because we didn't know what we were doing, but Joe was known for his engines' reliability and really became a

huge part of what we achieved." And what was being achieved was all in the numbers: ETs down and speeds up.

The unofficial race to hit 200mph (322kph) in New Zealand was heating up. Garth recalls, "Early in 1977 Mike Gearing had come close and Pete Lodge wasn't far off." Garth's funny car, which had an elongated Ford Capri body, was also in the discussion for that breakthrough speed. Being the first Kiwi to run 200 became something of a fixation and, at Thunder Park in Hastings in March 1978, Garth went 203.16mph (326.94kph) running an ET of 7.137s — numbers that are etched in his memory, though there is a bittersweet element to the achievement. "Mike [Gearing] had come so close on a number of occasions. He was, and still is, a good friend. Part of me thought I'd ripped the rug out from under his feet."

ONLY A MATTER OF TIME

Garth had decided that despite his breakthrough, it was time to part with the relatively short wheelbase-and-front



engine configuration. The funny car was “a handful, but right from when I first got into it, I loved the thing”, he says.

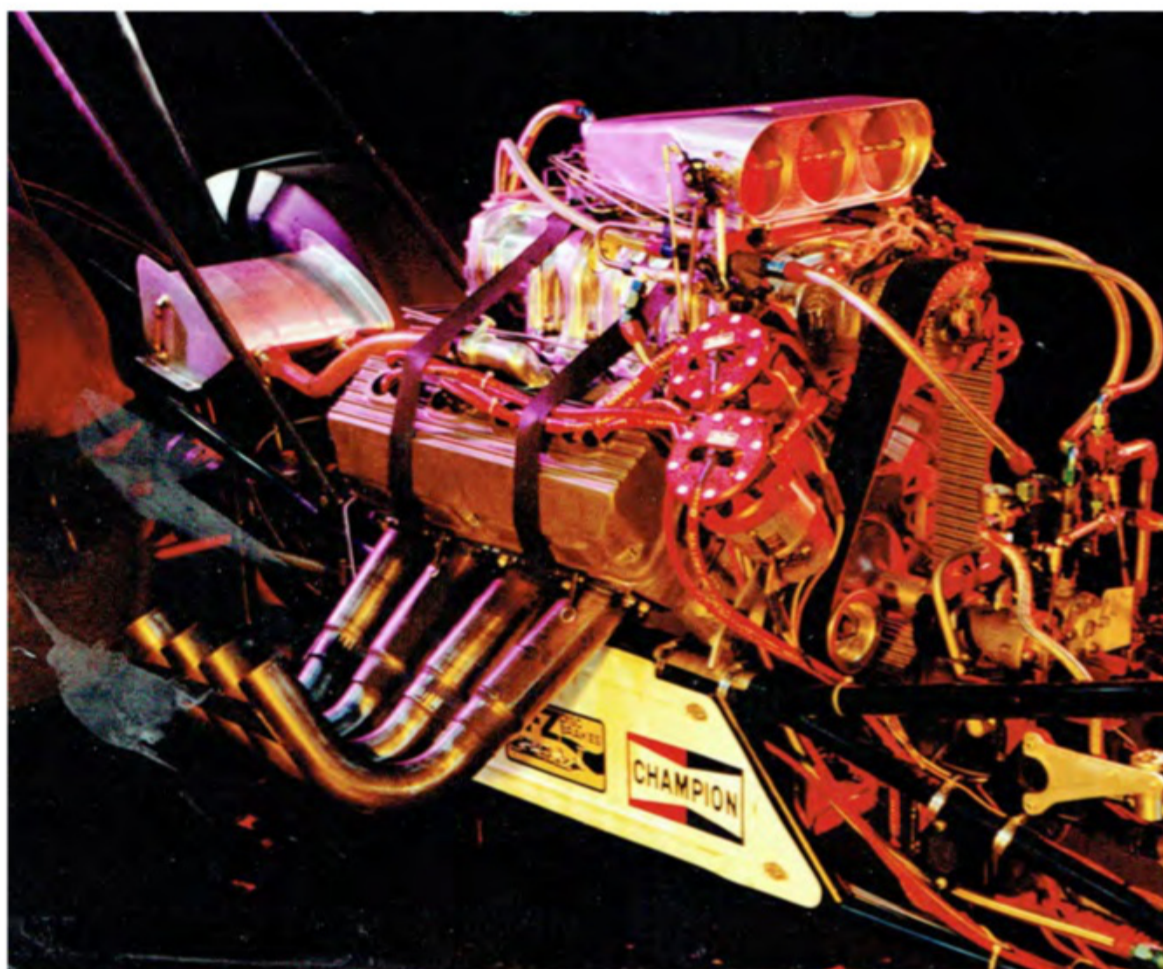
By the late 1970s, Garth's business was growing rapidly and during a racing break he developed it further with an outlet in the South Island. Via his licence to import VHT paint, he essentially owned the automotive spray-can market here.

I recall a rumour that he imported a sprint car and he confirms it: “I did bring in two sprint cars, in fact, but for others to race. I had a bit of fun booting one around but deep down, I knew it was only a matter of time before I had a nitro-burning supercharged Hemi around me again.”

His return was in another funny car in December 1981 at Meremere. It showed immediate potential. It was regularly in the sixes and running over 200mph and on a cold Hastings day in February 1982, Garth set a new national ET at 6.673s. However, despite the successes in the front-engined closed-body funny cars, Garth knew a full-blown nitro-burning dragster would always be faster, and he took that path in 1983. “It was unveiled at Meremere in December 1984,” he says. “Plum and silver, a huge rear wing, and a ‘Keith Black’ in the tail.” American Keith Black was an iconic builder of the ultimate alloy versions of the 426 cubic-inch (7.0-litre) big block Chrysler Hemispherical-based drag racing engines.

Listening to Garth talking about the set-up quickly highlights the intricate detail required to be successful in this form of motor racing. People outside the drag racing world might wonder how much skill it takes to drive in a straight line. Imagine the violence of a supercharged nitro-burning monster that has so much power: going in a straight line is almost the opposite of what it wants to do. Even putting aside the speeds being achieved, and the ramifications of other things going wrong, there is the ever-present threat of fire.

I well recall the first time I experienced a pair of dragsters at the staging lights. The noise, despite my years of attending motor races, is still something that resonates with a ‘snap-crackle-pop’. It's not everyone's cup of tea, and it certainly wasn't for Garth's father Ron, but no one can deny how smart the very best are. Garth gives an example: “In the first top fuel car, we started out with 82 per cent nitro with a conservative 62 degrees of advance and



“I had a bit of fun booting one around but deep down, I knew it was only a matter of time before I had a nitro-burning supercharged Hemi around me again”

37 per cent overdrive on the blower. I was within 1/1000th of a second off my record straight off.”

It is the application of ratios like these that means the most successful drag racers are more like university boffins than the image of the knuckle-dragging troglodyte conjured by many outside the sport.

NEW SPEED RECORD

It wasn't long into 1985 before records started to fall Garth's way. Low sixes were now the norm, plus a new speed record at just over 225mph (362kph). These successes even got a mention in mainstream media, as did the build-up to a trans-Tasman series in early 1987, racing Australian champion Rod Bradshaw.

“He was very affable away from the track, but a very formidable competitor on it,” Garth admits. “It was two-all when we ran the final at Meremere at the end of March.”

Garth delighted the huge crowd by

winning the final, and despite a new resident ET of 6.084s he was beaten for the series because of an agreement that, in the event of a draw, the quickest time during the tests would be declared the champion. “I phoned Joe [Pisano] in LA to start the search for a new car and also contacted Bradshaw to arrange another series. Even though he'd won, like me he wasn't happy because the margin had been so narrow.” Once a new car had been located, Garth made the trip to LA to pick it up, along with a host of the latest go-fast bits. While there, he was reminded of a sign in the workshop of Mike Gearing, his great friend and competitor back in Auckland: “Speed costs money! How fast do you want to go?”

Once again, Champion Dragway at Meremere was the venue for the launch of a new Hogan dragster, and once again he'd flown Pisano over so that the genius could oversee the first run. “That was in November 1987, a month after the stock-market crash,” Garth remembers.

Having ‘Papa Joe’ around was invaluable, as the team was able to tap into his massive reservoir of knowledge and experience: “He told me to throw away the equipment we were using to measure atmospheric density. I asked him: ‘How else can you tune the engine?’ His response was, ‘The engine will let you know’, because he had this uncanny ability to hear things like if a blower was working properly.”



Not surprisingly, Garth's aim now was to get into the fives. "Outside of North America, only Jim Read in Australia, a Swede, and an Englishman had gone sub six." It was a major achievement, then, when Garth's new car went 5.9s, which also meant a new New Zealand record top speed at 238.09mph (383.16kph). "Everyone in the team was delighted and it was extra special to have Joe Pisano there," he says.

Garth was in elite company and this all added extra spice to the impending series with Bradshaw: "He'd upgraded his car since our last clashes but still hadn't gone sub six." In the first round of the rematch, again in front of huge crowds, it was not just a win to New Zealand — the 5.767-second ET was a new Australasian record. "We were still learning how to run such a powerful machine," he recalls, "and despite the new record, we knew Bradshaw would fight back."

Garth won race two despite 'only' a

6.03-second ET and then took race three with a time a fraction slower again. "On one hand it was immensely satisfying," he says, "but on the other, it would have been so much more satisfying to have been regularly in the fives. Bradshaw now knew we had the faster car so, in order to salvage some pride for the next runs, he loaded up the nitro percentage."

Early into 1988 they were at it again: "We ran over 240mph [386kph] for the first time and a new ET record at 5.761." By then it was four-nil but Garth wasn't done yet, going

In the first round of the rematch ... it was not just a win to New Zealand — the 5.767-second ET was a new Australasian record

5.681s to become the fastest outside of the States. Although, he says, "That statement was widely used but really irrelevant to me; there was no record for being fastest outside of America."

THE FIRST KIWI

Other records followed with fastest times and highest top speeds in the South Island, but I wonder if he ever considered racing in the home of drag racing.

"I had a business to run and in 1987 [my wife] Andrea had a baby girl, Lucinda,

so I couldn't just drop things and head to the States," he tells me. "Besides, drag racing was a hobby — one I was pretty seriously committed to — but there were more important things to do at home."

If Garth was going to run anywhere in the US, it wasn't on a dragstrip but rather at a place that had had a powerful impact on him: "I'd been reading about the Bonneville Salt Flats in Utah since I was a kid. I first visited in 1979 and it left an indelible memory. Not only was this a place where really high speeds were possible, there was a fantastic camaraderie. These people were seriously committed petrolheads and I just loved being around it all."

As the 1980s closed out, 'Team Hogan' had run out of drag racing competition in New Zealand and was invited to Australia to face the country's top gun, Jim Read.

"We were at Willowbank, west of Brisbane," Garth remembers. "I'd only been there once, and then as a spectator, but we had plenty of Kiwi support in the grandstands."

The first two races were incredibly close, with both men well into the fives, but it was the Australian who prevailed both times. "We ran under lights and because the action was all side-by-side, it made a great spectacle — but we had to win the last one," says Garth.

Not only did the Kiwi win, but he also set his fastest time ever of 5.679s, which also gave him a new record speed of 249.30mph. This made Garth the first Kiwi to run over 400kph.

RISK AVERSE

By this time, the crowds in Australia were demanding more Read vs Hogan as the series continued to Sydney. There were highs and lows, but back at Willowbank the trip ended with his best numbers yet: 5.50s at 262mph (422kph).

As we sip our coffee, Garth stuns me with: “I’m an extraordinarily risk-averse person. Now that might sound weird but it’s how I’ve always been, in business, racing, and flying. So this approach led to a rigorous maintenance programme on the car so as to mitigate the ‘what if?’ factor.”

It hasn’t all been a trouble-free walk in the park, though: “We were back at Willowbank in 1992 and again Jim Read was the main opposition. He was as cocky as ever and with good reason because he had done a 5.47-second quarter. We were struggling to tune the car — there seemed to be either too much clutch or not enough power. At the 1000-foot mark, the car shook. The vibration was so violent that the wing strut broke so instead of being a wing to keep the car on the ground, it became a rudder and then the car snapped to the right.” Garth pauses for a moment. “It actually happened really quickly. The car briefly changed lanes as I went for the parachutes. For a while, the car is ahead of you but by then I had 18 years of experience so I was driving more by instinct than by making conscious decisions.”

The car crossed the finish line on its left wheels only and despite all the drama, still recorded a 5.52-second ET at 262mph (422kph). “An ambulance arrived and Andrea was a shambles. They checked me out — I was ‘cage rattled’ but otherwise OK,” he says.

Back in New Zealand, the car was readied for what turned out to be Garth’s final run: “I was just short of Read’s 5.47, and while I’d beaten his top speed, it was the ET that won races. Andrea arrived at the end of that run, handed me Lucinda and I made my final journey with my daughter on my knees. The TV cameras were there and I told them that ‘I could tell you we’re coming back, but we’re not’. It was time.”

TYPICALLY PRAGMATIC

There were new challenges for Garth to tackle, in business and with ‘the toys’



— the latter taking the form of his long involvement with Warbirds, a return to Bonneville with his own car (a Ford — at last!), and his growing collection of vintage and classic Fords.

We talk about flying and Garth is typically pragmatic: “I’m not interested in going for a drive just for the sake of it, there has to be a reason. It was the same with flying.” A share in a Tiger Moth was followed by a Yak-52 and the opportunity to be involved in a formation flying team with a P-40. “Three dimensions, as opposed to two, makes a huge difference,” he says. “A lot of guys crash drag cars but if you crash a Warbird, there’ll be only one outcome — hence the need to be risk-averse.”

Time is up and we’ve only scraped the surface. The good news is that Garth’s book, *Go Fast Or Go Home*, is



due out in mid 2020. It’ll have something for everyone! ■



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ON THE ROAD WITH A GT40

Riding in a genuine Ford GT40 with Geoff Manning is like living a slice of automotive history, as Donn Anderson found out three decades ago

By Donn Anderson

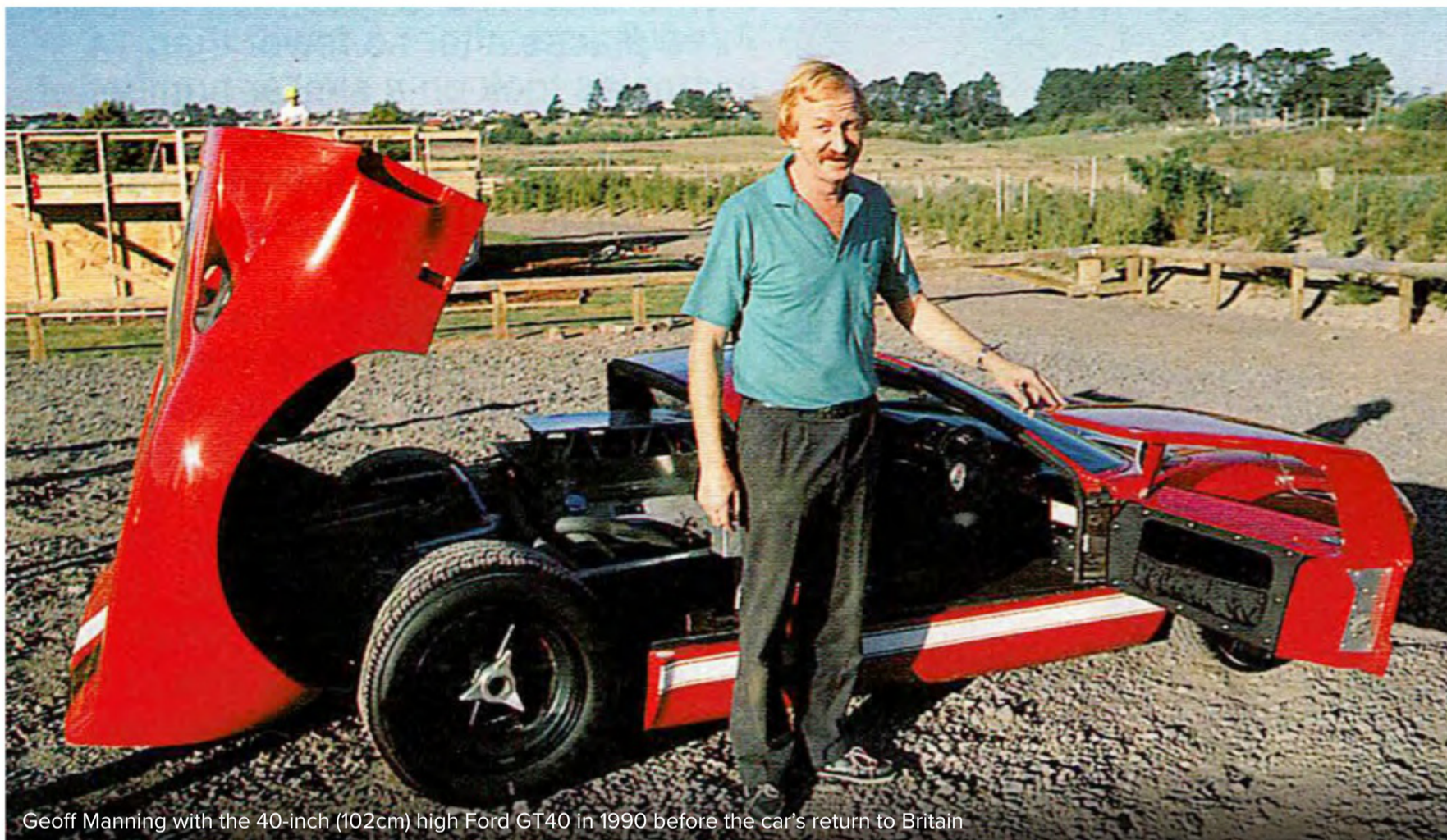
The offer by phone call in 1990 was dead easy to accept. Geoff Manning was ringing to ask if I would like to spend some time with the only genuine Ford GT40 to have driven the roads of New Zealand. There was little time to ponder since the car was destined to return to England and new owner Ted Rollason.

My answer, of course, was positive and immediate — and what a rare and fleeting experience a few days later to be driving around Auckland streets in such a stunning and wonderful machine. It was soon to be reunited with Rollason, a doyen of the historic racing movement in Britain and who is currently on

the board of the Historic Grand Prix Association. Circling the busy Panmure roundabout and heading for suburbia, there was almost no time for photography as I savoured this special moment.

We sorely needed the wide open and traffic-free spaces Auckland is famously not known for, so this foray could only be a small taste of what the car had to offer. Few of the motorists we shared the road with would appreciate the significance of the red-and-white-striped low-slung GT40. However, when we paused to take a few snaps, four young school lads were drawn to the impressive beast and were treated to an inspection of the lusty V8 in the mid-engined machine.

Geoff was a mechanical genius who came with the proper credentials to refurbish and care for the GT40 while it resided in New Zealand. After all, he had been chief mechanic on the McLaren/Amon Ford GT40 for the victorious 1966 24 Hours of Le Mans assault and his curriculum vitae listed many other motor sport achievements as a talented spanner man. Geoff showed me around the car, seemingly knowing every nut and bolt while musing somewhat sadly on the hugely escalating values of such iconic vehicles.



Geoff Manning with the 40-inch (102cm) high Ford GT40 in 1990 before the car's return to Britain

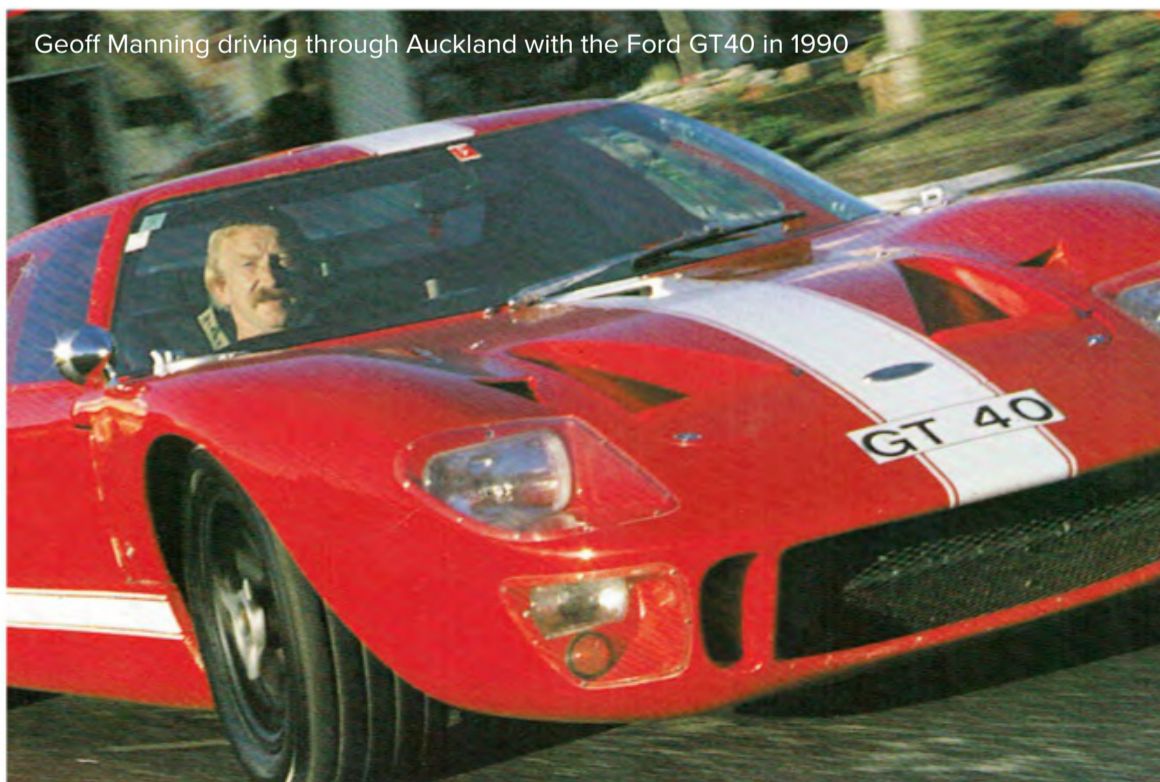
SKYROCKETING GT40 VALUES

We tried hard not to major on values and instead absorb the sensations. One positive aspect of the skyrocketing value of the GT40 is that each and every one is carefully preserved. While driving amid Auckland traffic we took comfort in the knowledge that if someone hit us or we hit them, no matter the damage, the car would always be worth repairing!

In 1965, a new production GT40 could be acquired for the equivalent of around NZ\$14K, but values steadily decreased until 1971 when you could pick up a used example for NZ\$10K.

Few of the motorists we shared the road with would appreciate the significance of the red-and-white-striped low-slung GT40

A 1971 advertisement in the British motoring weekly *Motoring News* read: "Ford GT40, 4.7 engine, ZF box. New tyres, spare set of wheels with wet tyres. UK duty paid. £3500. Serious enquires only to ..." By 1974 values were on the move, with the ballpark figure more like \$30K before prices went through the roof.



Geoff Manning driving through Auckland with the Ford GT40 in 1990

The *New Zealand Classic Car* story on the replica GT40 in the January issue (No. 349) reckons that only about 50 of these cars were built, but three decades ago Manning understood there to have been 87 Production P-Series cars made — and at that time all were still in existence, including those that had been written off in racing accidents. Total GT40 production, including Mirage, Mark III, and prototype, amounted to 133 units.

RACING THE CHAMPION VOLPINI

Dunedin-born Geoff Manning had cars in his blood from an early age, racing specials on home turf before arriving in Britain in 1962 where he joined Ford on the production line. He worked in Ford's competitions department under designer Len Bailey and had a hand in development of the Mark 1 Escort for racing. He had a lengthy career as a mechanic in Formula 1 (F1) including working with McLaren, Williams, and Graham Hill — all this plus his extensive experience with GT40s.

A highlight of Geoff's sporting motoring life was ownership with wife Barbara of the beautiful front-engined 1958 Volpini single-seater, chassis No. 013 — the very car in which Lorenzo Bandini won the Italian Formula Junior championship in 1959 before going on to become a Ferrari works driver. One of just 15 examples, 013 was sold to Count Johnny Lurani, originator of the Formula Junior series, and was driven by Lella Lombardi before the Mannings acquired the machine and brought it back to New Zealand for restoration.

The Volpini made a local debut at the 1989 Ardmore Grand Prix (GP) reunion and in the hands of Geoff was a four times class winner in the Thoroughbred and Classic Car Owners Club (TACCOC) series. Geoff could count around 90 race meetings and competition in more than 300 historic and classic events in his portfolio. He was also a well-respected scrutineer and the driving force behind the Historic Racing Club (HRC), along with Hampton Downs instigators Tony Roberts and Chris Watson. Today Barbara is still a tireless worker for HRC.

Geoff was diagnosed with cancer and, while out-living his doctors' expectations, passed away in 2005. Knowing his time was limited, he and Barbara sent the Volpini back to Europe in what was an expensive but worthwhile experience, competing in the 2004 Historic GP at Monaco and in the historic race on the Pau street circuit in France. Together with Rollason, he also took part in the Classic Adelaide rally in a gull-wing Mercedes. Meanwhile, in 2005, the Volpini moved safely into the care of Allan Woolf.



Geoff Manning racing the Volpini at the Monaco historic meeting in 2004



Geoff with the front-engined Volpini on the grid at Pukekohe

A GT40 FOR SALE IN TAURANGA

Ted Rollason recently took up the story relating to his GT40's Antipodean adventures, remembering he almost lost touch with Geoff after the New Zealander returned home in the late '70s. "Fortunately we tenuously maintained our muckership and as a result, he persuaded me to come down with my 250F Maserati for the Ardmore Reunion in 1989," says Ted.

Due to a docker's strike, the Maserati failed to arrive in time for Ardmore and had a mixed run at Wigram where Ted was appalled by the tragic accident of James Clark. "I decided to stop racing old cars and sold the 250F when I got home," he says.

His enthusiasm was reignited when Manning contacted him to say there was a genuine GT40 for sale in Tauranga belonging to AC/DC band drummer Phil Rudd, who was wanting \$450K for the car. Ted was immediately keen and asked Geoff to act as his agent to buy the GT40, provided it shaped up. Geoff arrived in Tauranga soon after but the price had already gone

The very car in which Lorenzo Bandini won the Italian Formula Junior championship in 1959

up to \$600K. Wisely, Rollason was undaunted and agreed to the sale.

This was the 22-year-old GT40 I clambered into in 1990, chassis No. P1078 with a Weslake-headed engine and BRM wheels. The fibreglass bodywork was originally painted Borneo green and later dark blue as well as red. Delivered new to Geoffrey Edwards in the Channel Islands in April 1968, the car raced at Le Mans the same year, but it retired from that event. Mike Salmon and David Piper drove the Strathaven-entered car in the 1968 Brands Hatch Six Hour race and the Nürburgring 1000km, where it finished fourth, while Piers Forester and Alain de Cadenet ran it in the same German event the following year.

In the hands of David Weir, the GT40 crashed heavily at a Silverstone

test session in 1970 and had to be completely rebuilt. The next two owners were John Etheridge (who rebuilt the car after its accident) and John Heath, before Scotsman Campbell McLaren acquired P1078 in 1980 and later sold it to Adrian Hamilton.

Rudd's tenure began in September 1982. The car was shipped to New Zealand two years later where it stayed for six years until Rollason became the next owner. "The car captured my imagination as Geoff and I had rebuilt the Paul Hawkins 1019 GT40," Ted recalls. "I bought it, complete with the suspension damage that the car sustained when Phil threw it away demonstrating the car at Manfeild."

SOUTH ISLAND SOJOURN WITH A GT40

Manning began the rebuild, with Rollason sending a rear upright and other parts from the UK.

"The first time I drove it was on a trip to the South Island," says Ted. "The trip to the ferry, in the rain, overnight from Auckland was an experience. Geoff and wife Barbara were following along, towing the Volpini on a trailer behind a Jaguar XJS. Boy, was I glad to see them arrive on the jetty, still in

The price had already gone up to \$600K. Wisely, Rollason was undaunted and agreed to the sale

the rain. We had a lot of fun in the South Island and had to do a clutch job which is nearly an engine-out job.

"How they changed clutches in these cars at Le Mans, I shall never know. You start by taking the seats out, raising the engine having removed the distributor cap and rotor — all to facilitate drawing the gearbox back over the bottom cross member."

Ted figured one of the reasons the car was so successful, if a little heavy, was because everything "is massive".

Getting the GT40 on and off the inter-island ferries posed a dilemma because of the low ground clearance and front overhang. But Geoff had thoughtfully raised the front abutments and the car did not ground at all.

"On the way to Christchurch, the engine ran out of oil after apparently I had wiped a pop rivet off the sump. Geoff in his imperturbable way removed a PK [screw] holding the wing of the XJS in place, fashioned a plastic washer out of an oil can and 'screw-driven' it in the hole. Meanwhile someone in the gallery

had been despatched down the road to get some Mobil 1. We filled the sump, kicked it in the guts, and continued on our way without any loss of oil pressure," Ted remembers.

At Ruapuna Park for the Country Gents meeting Rollason felt he was coming to grips with the car. "I actually began to turn the car in rather than offer it to the corners, and I am very impressed by the high level of grip. A gentle learning curve is the order of the day with a car of such performance," he says of that day 30 years ago.

What an experience, driving the GT40 more than 3200km on public roads on a return journey between Auckland and Dunedin. Ted remembers finding the noise "pretty horrendous" while rumbling along at a modest 2500–3000rpm "with the rattle of pads, roll bars and shocks combining with the inlet roar and exhaust note to assault my ears". All this while still averaging around 15 litres/100km from the 136-litre fuel tank during lazy highway motoring.



GT40 chassis No. P1078, before it was painted red, against a beautiful South Island backdrop

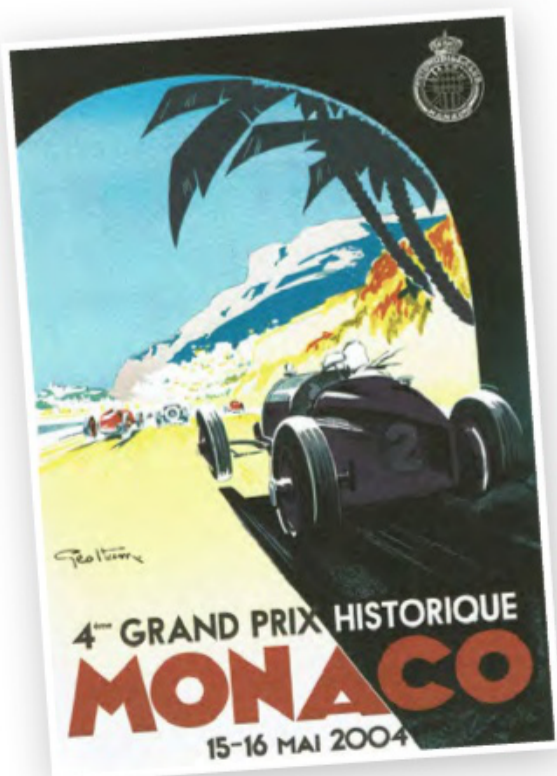
JUST 40 INCHES, GROUND TO ROOFLINE

After sending the GT40 back to the UK in the hold of an Air New Zealand plane, Rollason ran the car in minor events at Silverstone, Montlhéry, Ingliston, and Snetterton, and also drove the Ford three times on the Scottish Ecurie Ecosse tours. By this time the car had its proper Le Mans-spec engine, and shattering performance. Rollason said he could pull out, overtake six cars, and pull in before anyone was aware he was there. After several years of ownership, chassis No. P1078 was sold to Peter Livanos who, with Aston Martin's Victor Gauntlet, had a collection of admirable cars.

Of course you know where this competition-inspired Ford gleams the 'GT40' name tag, since the car measures a mere 40 inches (102cm) from ground to roofline. You clamber down into the cockpit, over a wide sill, and lie almost horizontally, your bottom feeling as though it is about the touch the ground. Pull the curving door that reaches into the roofline shut, and the car envelopes its occupants.

The sequential gearbox is tricky and the car feels heavy around the edges. In the late autumnal sunshine it's hot inside the cockpit, the engine sounds and feels as though it's riding on the back of your neck, and wisps of exhaust fumes do nothing to dispel the claustrophobia. Once underway, things happen fast, the impressive acceleration literally hurling the car towards a corner. Despite this, the famous Ford feels secure, sitting flat, stable, and confident.

The engine is free-revving, and



Stirling Moss and Geoff Manning at the 1997 Wings and Wheels meeting at Whenuapai

The car would not only be built in Britain but would also use British design and organizational talent

the distinctive V8 soundtrack is a consequence of the cross-over manifold. Full harnesses keep occupants firmly in their seats. With the right gearing, the GT40 is capable of 215mph (346kph) and 100kph arrives from a standstill in less than five seconds. GT40s used a variety of Ford V8s, and the Rollason example had a 4.7-litre, 289 engine geared to a comparatively low 165mph (266kph) at 6500rpm in top gear, while at Le Mans the higher geared GT40s were doing just under 205mph (330kph) at the same engine revs.

EARLY CARS WERE UNRELIABLE

The GT40's well-publicized Le Mans success in 1966 made up for massive defeats previously when the car proved hopelessly unreliable. One of the major problems was the weak Colotti four-speed and Ford T-44 gearboxes, which were soon replaced with a much stronger German ZF five-speeder as fitted to P1078. Apart from accident damage, rust has been the major enemy of the car. The steel monocoques received little or no anti-corrosion treatment when new and, in time, suffer rusting in the sills. Rebuilding an original chassis is not easy and inevitably expensive.

In the flesh, the GT40 appears smaller than the photos suggest, its 4178mm overall length, crouching on 15-inch diameter wheels, with a 2413mm wheelbase, and measuring 1778mm in



Geoff Manning (right) tendering the Guy Edwards Embassy Racing Lola at Argentina in 1974

width. Originally known as the 'Ford GT' when first unveiled in April 1964, the car arose from Ford's desire to have an ultimate high-performance street machine that could win major races. The directive was to build a relatively simple car, powered by a modified Ford V8, and using North American technology and know-how as much as possible. Eric Broadley had the then-new Lola GT on the drawing board that effectively became the GT40. The car would not only be built in Britain but would also use British design and organizational talent.

Today most GT40s live in North America and Europe, and in 1990 the lone example across the Tasman was owned by the late Bib Stilwell, a four-time Australian driver champion who also took part in historic races in the sunset of his competition career. While lacking in creature comforts, the GT40 is one of the last real sports/racing cars that can be sensibly driven on the road, as proven by Ted Rollason during his New Zealand travels. Even so, he had the warm reassurance of an experienced and enthusiastic Geoff Manning travelling not far behind, just in case. ■





The stealthy Lynx

A unique piece of Kiwiana

Words and photography by Patrick Harlow

JP Paalvast is a breakdown engineer at the Waipa sawmill and lives in Rotorua with his wife and family. Fixing things for other people is a great way to make a living, but taking something that is really only good as a boat anchor and turning it into a hobby car is something special.

When JP saw the Lynx advertised on Trade Me, it was in a sorry state. The current owner had stripped the car down to refurbish it and then run out of steam. Fortunately, at \$1500, it was a price that JP could afford. Even better, when he got it home he discovered that most of the parts were still there, including a rare soft-top. What he little appreciated at the time was that he had purchased one of New Zealand's most successful kit cars.

MECHANICALLY QUITE SIMPLE

Back in 1983, a gentleman by the name of Bill Lynch attended the Auckland Easter Show. Tom Morland was exhibiting his Pontiac Firebird replica (see Kits and Pieces, *New Zealand Classic Car* Issue No. 339) that was based on the Holden HQ platform. Tom told him he was making a good living from selling kit cars and that got Bill thinking about doing the same thing. He cast a knowing eye over the Firebird and decided that, apart from the body, it was mechanically quite simple. Bill was a foreman at Finell Metal Productions in Auckland. He discussed the feasibility of building a car with a couple of colleagues and

discovered that Bob Bateman and Keven Marteli were keen to build a car with him.

But taking something that is really only good as a boat anchor and turning it into a hobby car is something special

Keven suggested making a car along the lines of the Lotus Seven. With no doors and flat glass, they figured it should be relatively easy to produce, especially if they used the Triumph Herald as the donor. The principal advantage of the Triumph



New Zealand was going through one of its three kit car boom periods. Over 30 different manufacturers from Invercargill to Whangarei were offering kit cars

Herald was that it had a separate chassis. The four main body parts simply unbolted, the front suspension was quite sophisticated, and there were plenty of cheap Triumph Heralds around at the time.

The resulting Lynx was the cheapest kit car on the market, and New Zealand was going through one of its three kit car boom periods. Over 30 different manufacturers from Invercargill to Whangarei were offering kit cars. Prices ranged from the Lynx at \$3500 to the Countess, a Lamborghini Countach replica at \$18K. There was something for everyone who wanted to build a car. The choice was wide, from New Zealand-unique designs to Ferrari Daytona replicas, classic Jaguar SS-style cars to New Zealand exotics, such as the Heron MJ1 and the Saker SVS. By the end of the decade, thanks to the introduction of cheap Japanese imports and the threat of the looming Low Volume Vehicle Technical Association (LVVTA) certification system, most of them had gone. The Lynx was one of the casualties, but between 1985 and 1988 at least 120 cars had been manufactured.

FAMILY RESEMBLANCE

The difference between the Lynx and other Lotus Seven-type cars was that the Lynx did not try to be a replica. Every dimension was different. Although a family resemblance was undeniable, that was more due to both cars' minimalist approaches. The main difference between this car and others of its ilk was that the body tub went from the front of the car to the back and included rear





mudguards. On top of this was hinged the one-piece nose cone and bonnet. Like the Herald body that unbolted from the chassis in four sections, there were very few sections to reassemble. The bonnet also had a large bulge in it which came about because, during the construction of the prototype, Bob realized that the Herald oil-filler cap was placed high on the engine. Given the choice of a very tall and square-looking bonnet or a bulge, he opted for the bulge. Later this bulge would become quite handy as builders chose Japanese-sourced overhead-camshaft engines which were taller. The chassis was narrowed by cutting off all the extremities and welding on new steel channel rails to which the body was fixed. This process could be completed by anybody with access to a hacksaw and a home welder.

When production started there were

Just about every type of motor has been fitted to these cars — mostly Toyotas, with a few Mazda rotaries and the odd Rover V8 thrown in

still plenty of Triumph Heralds around and if a builder chose to use only Herald parts, he or she could build a very cheap sports car. A cheap Triumph Herald could be driven into the shed on a Friday night and a Lynx driven out the following Monday morning, albeit unpainted and untrimmed. Most of the cars were sold as kits; about half a dozen were sold turn-key, generally with Toyota engines and gearboxes. Most serious builders rejected the Herald 1360 motor, opting for the

more powerful modern Japanese motors. Just about every type of motor has been fitted to these cars. Mostly Toyotas, with a few Mazda rotaries and the odd Rover V8 thrown in.

The Triumph Herald was famous for its tendency to tuck its rear wheel under the car during hard cornering and occasionally, if pushed too hard, it would tip over. However, Bob discovered that taking the top two or three leaves out of the rear spring and placing them on the bottom greatly alleviated this problem.

Finished cars differed greatly, from very rough cars based on smoky worn-out Heralds to those that had just about every part reconditioned or replaced with brand-new components. In some ways, the Lynx's cheapness was also its undoing, with owners often only doing the bare minimum to get their cars onto the road.

FUN TRACK-DAY CAR

Being at home on the track means there is a reasonable number of these cars still around today. That brings us nicely back to JP's car, which was built as a fun track-day car. This example was first registered for the road in 1990, two years after production had stopped. JP is the third owner and he bought it off Paul Tisley in Whangamata in 2010.

As mentioned, the car was in bits and JP was unsure if he would be able to get it back on the road again. The good news was that it came with a claimed-to-be-running Alfa Romeo 1.8-litre engine out of a 1970 Alfa Romeo Giulia Berlina. This was a project that got off to a slow start as JP sourced missing parts and found time to work on it scarce. Two key missing parts were the original clamshell mudguards. JP wasn't too dismayed as he didn't really like them. He opted instead to make two new cycle guards for the front wheels

— out of a blue chemical drum he found at the recycling centre. After four years of stop-start effort, JP decided to commit to getting the car road legal and after another two years, and help from his certifier, he proudly fitted number plates to the car once again.

Being at home on the track means there is a reasonable number of these cars still around today

The main alteration made to the car was the construction of a roll bar for attaching the seatbelts. JP believes that other alterations made by the previous owner possibly included widening it to use a Datsun 180B independent rear end and the bonnet being lowered by 50mm to improve its profile. Having a family and a mortgage, JP never had

the budget to build a show car, but since finishing it he has been gradually improving it as time and finances permit. He likes to think of it as a show car in the making; a pre-show car, if you will.

He is also very proud that his car 'features' in a commercial for the 2017 Nissan Elgrand. The ad also features other New Zealand cars such as the Saker and the Fraser Seven. The Saker is quite prominent in the commercial, while JP's Lynx is visible — with JP behind the wheel — just at the 22nd second of the ad; well, part of it. Yet in JP's opinion, that brief part second is undoubtedly the highlight of the ad.

In the few years since it has been finished, JP has already driven it from Rotorua to Wellington and several other parts of New Zealand. He has become accustomed to school children waving at him as he drives by and says he will never tire of it. And as for what's in store for it in the future? Some more finishing work on the body. ■





Stone in his Starch

‘MUCH ADVERTISED RACING CAR HOAX’

Could a new organization take a concept car and build a competitive Formula racing car in a shed, in just a few months?

By Michael Clark

Kiwi Bill Stone was like many aspiring young racers — quick, good with his hands, and skint. He became a disciple of that wily old

fox Roly Levis, a contender for the best driver we’ve produced who never tried his hand in Europe. Roly’s cars became Bill’s cars, initially a Formula Junior

Cooper that Denny Hulme had brought back with him after his Driver to Europe experience in 1960, followed by a Brabham BT6, also an ex-Junior, which Bill spread across half of Timaru in a massive accident on the road circuit in February 1967. Stone was fortunate to walk away from this and had a quick-witted marshal to thank, because the fire was something Bill was still talking about right up to his death in 2012. He rebuilt the Brabham and raced it during 1967/’68. He then sold it and headed off to try out the gypsy-like life of the European Formula 3 (F3) scene, in which the starting money from the last race helped fund you to the next one.

As he knew Brabhams, and their models were generally near the pointy end of F3 grids, he acquired a near-new model and a VW Kombi. His first stop was Denmark in a race won by future hero Ronnie Peterson. In an interview in late 2011 he told me, “Howden [Ganley] had suggested Scandinavia was a good place for start money with less chance of damage than taking on crazy guys in the



Bill in his Brabham

Italian or French F3 championships.” For 1969, Bill decided that the Brabham needed to be replaced. “Howden had his name down for a new Brabham, but I couldn’t afford brand new. When a McLaren M4A became available, nationalistic pride took over... What a mistake!” The fledgling McLaren team had

“When a McLaren M4A became available, nationalistic pride took over... What a mistake!”

built the M4A for the new 1.6-litre Formula 2 (F2) series in 1967. It was

competitive against the offerings from Lotus, Lola, Matra, and Brabham but developed a reputation for flexing. The model was an F3 option in 1968 but rarely challenged the front of the field. However, for Bill, that was surely something he could overcome. “It was a McLaren and my heart ruled my head,” he said.

THE BIGGEST NAME IN RACING CARS

In addition to future Formula 1 (F1) drivers already mentioned (Peterson and Ganley), F3 in 1969 also gave up names like Emerson Fittipaldi, James Hunt, Tim Schenken, Reine Wisell, Jean-Pierre Jabouille, Patrick Depailler, Jacques Laffite, and François Cevert — all in new purpose-built models. Even a superstar was going to struggle in a two-year-old design intended for another category against opposition of the quality that abounded in 1969. It didn’t take many races for Bill to

Starch in a tangle in his UK years





Chris finished second in the March 701 at the 1970 French Grand Prix

conclude his error: “I’d have been better off sticking with the Brabham.” Bill’s mechanical abilities became well known in the tight-knit motor racing community, and he was approached to build a F3 car for a new group of hopefuls comprising the highly rated ex-McLaren designer Robin Herd; Max Mosley — a barrister who had been competing near the back of F2 fields; Welshman Alan Rees, who’d been near the front of F2 fields; plus occasional

MYTHS AND LEGENDS: THE MARCH OF TIME

As mentioned earlier, the name ‘March’ was constructed from the names of the four directors building the sports car: the first letter of each of their surnames, M, C, R and H. Without a vowel this could either be a line on an eye-test chart or a Polish surname. I once read that the directors were so keen to secure the services of Christopher Arthur Amon that they offered to ‘borrow’ his ‘A’ and hence create ‘March’. “Yeah I heard that too,” drawled Chris late one evening after red wine had been replaced with Scotch. “I mean who comes up with this stuff? I think Ronnie had already run the F3 car before I’d signed, but either way, the A is not for Amon.” A pause followed before the familiar chuckle ... “And given how things turned out, I’m very pleased it wasn’t.”

Kiwi Pete Kerr was also... highly regarded as an engineer and as someone who could, as Bill put it, “keep schtum”

racer and engineer Graham Coaker. A blend of their initials resulted in the name of their new enterprise: ‘March’. “I had no idea at the time that March would go on to win the Indy 500 and become the world’s biggest manufacturer of racing cars,” Bill said. “I was simply building a car to Herd’s design in a shed at Graham Coaker’s house.” So I guessed Bill would have thought the possibility of having five March F1 cars on the grid for the opening round of the next season’s world championship a long shot? “Absolutely!”

As far as Bill was concerned, it was a means to an end so that he could continue his quest for F1 glory. He knew that racing car manufacturers came and went and that the recent introduction of Formula Ford had seen an eruption of new entities. Some had some good designs and hung around for a while but most didn’t. “It was all very hush-hush. Some of the guys had jobs elsewhere so secrecy was vital.” Fellow Kiwi Pete Kerr was also enlisted. He’d worked as a mechanic for Rees in F2 and was also highly regarded as an engineer and as someone who could, as Bill put it, “keep schtum”.

F1 AMBITIONS

The four hopeful directors were already thinking F1 even before the F3 car was finished. Bill recalled: “I think [Jackie] Stewart was their first choice, but he was pretty committed to Tyrrell. The other two they were chasing were [Jochen] Rindt and Chris [Amon].” It was known that the Austrian was concerned with the reputation Lotus had for flimsiness and even part way into 1969, his first year with the famous team, he was looking around for alternatives. Mosley flew to Rindt’s Swiss home to outline their aim of building a team around him. As Chris told me more recently, “They talked to me about a dedicated package, a driver car team”, but Rindt balked at the proposal for March to also build customer cars and concluded that it made no sense to leave Lotus for an outfit that was nothing more than an idea, with an F3 car under construction at a residential address. It was as a result of Rindt’s dismissal of their offer of the car Bill was building that it acquired a nickname: “I will not drive a car built in Grem’s shek” — Graham’s shed gave rise to ‘the Gremshek’ and the chassis plate was stamped ‘S1/69’, the S being for Stone.

It’s more official title was the ‘March 693’, and by the time it made its debut in the autumn of 1969, in the hands of Peterson, it went well enough to finish third, a little way behind Ganley and right alongside Hunt.

The secret was now out, and, indeed, big promises were made that included both F1 and Can-Am for 1970, less than six months away, plus F2, F3, even Formula Ford. Sceptics abound in motor racing, in about the same numbers as big talkers who work on the 'over-promise and the money will

It made no sense to leave Lotus for an outfit that was nothing more than an idea

flow' policy. Surely no organization, even with the boy-wonder designer Herd and the highly prized services of Amon, could go from concept to F1 car in a matter of months, even aside from everything else they proposed. The acronym that generated the name of the new manufacturer might have come from their various surnames, but all this big talking soon had people wondering if it really stood for 'Much Advertised Racing Car Hoax'.

MARCH IN MARCH

Fifty years ago, at the opening round of the 1970 World Championship in South Africa on 7 March, the five March 701s were driven by the two works drivers, Amon and Jo Siffert; Mario Andretti in a semi-works STP car; and the Tyrrell-entered versions of Stewart and Johnny Servoz-Gavin. Stewart and Amon set identical fastest practice times, which meant that this new upstart constructor had already beaten Ferrari, Lotus, McLaren, Brabham, and the rest. In the race, Jack Brabham won the last Grand Prix (GP) of his wonderful, but perhaps under-heralded career, meaning March didn't quite get a dream start. But then Stewart and Amon won the two non-championship races in England, and the Scot also won the Spanish GP. Amon came close at Spa (where he set the eternal F1 lap record on the 'old track'), and that was about it for the 701, its potential for further development spent.



AYRTON SENNA

It will soon be 26 years since the brilliant Brazilian Ayrton Senna was killed during the San Marino GP. Had he still been with us, he'd be blowing out 60 candles on the 21st of this month. He was world champion three times, each time in a Honda-powered McLaren. Of his many achievements in motor racing it was arguably his fierce battles with Alain Prost that fans will recall the most.



Senna beats Prost - 1988 Hungarian Grand Prix



March continued in F1 until the end of 1977 but built a magnificent reputation for F2/F3 production cars under the watch of Bill Stone. Indianapolis beckoned in the '80s and March succeeded there too. Of the original four directors, it soon became just Herd and Mosley. They remained friends long after March was sold and Herd's death in 2019. Former

president of the FIA Max Mosley has recently been the subject of a warts-and-all documentary that covers everything from the fact that Hitler was a guest at his parent's wedding, right through to the dominatrix bust that dominated headlines in 2008. Appropriately, the movie, simply titled *Mosley*, is set to launch in ... March.

THE STARCH

Bill Stone may have come to the realization that F1 glory would not come his way, but he never, even in his 70s, lost the desire to race. He was racing an indecently quick Morris Minor in the UK prior to returning to New Zealand for good. But 50 years ago, on the back of building the first ever March, combined with the new company's appetite to build a car for every category known to man, there was, inevitably, a Formula Ford. One soon had Bill's name on it but, unimpressed with the design, he started making his own modifications. The resulting car was much more Stone than it was March.

There was only one thing to do, and so during the latter part of 1970, Bill was entered in 'the Stone-March', otherwise and colloquially known as the 'Starch'. ■

GRAHAM MCRAE

On 5 March, Graham McRae will turn 80. His health has suffered in recent years, so it is timely to reflect on his extraordinary list of achievements since he burst onto the national motor racing stage in late 1968 with the self-designed and built twin-cam beauty in which he dominated the national Formula championship for 1.5-litre twin-cam-powered open-wheelers. He was awarded the Driver to Europe and spent 1969 in an F2 Brabham until the money ran out. Back in New Zealand, he drove George Begg's first Formula 5000 (F5000) and then the Crown Lynn McLaren M10A. He won the 1969/'70 Gold Star and returned to Europe to run a new M10B. F5000 and Graham were made for one another, and soon his McLaren had been heavily modified on his way to the first of his three-in-a-row Tasman Championship wins.

It could be said that Graham's two biggest wins came in the US. In 1972, he won the coveted SCCA L&M Championship (at his first attempt) in the GM1, his first F5000 design. His sponsor, STP, was so



impressed that it signed him for the 1973 Indianapolis 500, and he proved his ability both as a driver and as engineer once again by mastering the speedway and taking the prestigious Rookie of the Year award. Graham's last big win was at Sandown Park where he won his third Australian GP, again in a McRae, this time the GM3 with the unique Perspex cockpit surround.

On learning of Graham's impending birthday Jimmy Palmer said, "I've said it for years: in a 5000, in his day, Graham was unbeatable." Indeed, in 1972, he came so close to also winning the European F5000 series. Had he done so, he'd have won all the big championships for the category in one calendar year, and all in a car he had not only designed but built the first one of himself.

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Electric vehicles

I'm yet to be convinced of any monumental changes happening anytime soon!

By Greg Price



Over the holidays, I bit the bullet and did some more in-depth reading on that vexed topic of electric vehicles (EVs), and more importantly, electric classics (ECs). And let me be quite clear up front, I'm still not convinced that EVs, or even ECs, are necessarily going to be a big part of our future, but I'm leaving the door open at this stage — figuratively speaking, of course, as it is quite reckless to drive around with the door open.

FEWER PARTS AND LESS LABOUR

Over the Christmas break, I spotted a write-up about the dismal future awaiting workers in car assembly with a prediction that some 80,000 jobs world-wide would go, due to shrinking demand. The bit that made me sit up was that the expectation for 2019 was some 88.8 million cars and light trucks were expected to have been produced that year — and that was a six-per-cent drop from 2018! Where the hell are they all going to park, and what is happening to all the vehicles that these new ones are replacing? But the main point was that the rate of job cuts is set to crank up in 2020, with just the technology shift alone expected to affect around 70,000 jobs!

The US's United Auto Workers Union has responded to its members' concerns about plug-in cars requiring fewer parts and less labour to build. Although the union lost its battle to save General Motors' (GM) plant in Lordstown, Ohio, it announced commitments it had received from the likes of GM, Ford, and Fiat Chrysler to invest almost US\$23 billion in US facilities over the next four years and to add or at least retain some 25,000 jobs.

So where does that leave us classic car owners? Our biggest threat is from unelected politicians with agendas based on delusions of a 'greener planet' or similar. I haven't heard any of them speaking out about their policies on stopping the production of 88 million-plus vehicles, though. But any talk of 'getting rid of old cars' scares me a lot. What these dummies forget is that many of those who drive older cars do so out of necessity. They do not necessarily have the folding stuff on hand to buy new vehicles, especially if their old ones have no value!

IF IT QUACKS LIKE A TRUCK

But if the EV is the way of the future, there is some good news on the horizon, especially if you happen to like American stuff. Remember the

Chevrolet C10 ute from the 1960s? GM has announced a Chevrolet E-10 concept ute that is all pure electric-car tech but, for traditionalists, it has a built-in V8 sound emulator. Don't expect to carry much freight with this ute, however, as the pickup bed is pretty chocker with the battery packs.

I learned that in the UK they have re-launched the famous Morris J delivery van. If I absolutely had to have an EV, then the Morris J would probably be my choice as I can fit the racing motorbike in the back — forgetting for the moment where I'm supposed to find the money to fund one.

The big unanswered question remains how ordinary people with little or no money are going to replace their current vehicles with any sort of EV in the short term — especially those 80,000 potentially redundant car workers. Will they have to get cracking and resort to doing what Johnny Cash sang about in the 1970s? He brought his new Cadillac home ... slowly: "I bought it one piece at a time, and it didn't cost me a dime." The small parts came home in his lunchbox and the big stuff in his mate's mobile home.

Enjoy your internal-combustion-engine car while you can, and check out that concept Chev ute and the Morris J van — both certainly worth a look! ■

HAIRDRESSERS HAVE GOOD TASTE

A minor correction to the article 'Three Times Five' in Issue #349. I purchased a new MX-5 from the Dunedin Mazda agent more than three years prior to the date in your article. Early in 1989 I had read an article in *Road and Track* magazine about a pre-production drive in Japan. It was subheaded: "All you ever wanted in a British Sports Car without oil on the drive".

After reading this I approached Angow Mazda in Dunedin who seemed to know nothing about these cars, but would make enquiries. A few weeks later they contacted me with the news that these cars would be available in New Zealand later that year. The estimated price would be about \$30k and they would order one for me for a 10% deposit. As the price was about half that of an RX-7 I readily agreed.

Some months later I had a phone call to see if I would like a ride in the only demonstrator in the country. Apparently



it was in Dunedin for a Mazda dealers conference. When ours arrived in early November that year we were requested to leave it with the dealer for a few days as it was the first in Dunedin.

I was intrigued that a New Zealand motoring journalist stated that they were "hairstresser cars". Anyway, we were delighted with ours. When it was about a year old I ran it at a low-

level classic race meeting at Ruapuna. Onlookers commented they were surprised the Mazda was able to foot it with cars with much bigger engines. Despite being on standard wheels and tyres it was faster through the corners. My conclusion is that hairstressers must have good taste.

Jim Bennett, Dunedin

TAKING ISSUE WITH PRICE ON INDUSTRY INTEGRITY

In the January 2020 issue of *New Zealand Classic Car* (page 66) your columnist, Greg Price, makes inaccurate claims about the recent consultation conducted by NZTA regarding the proposed Managing Integrity of Used Vehicle Certification Inspection and Inspection Organisations – Operational Policy.

Specifically he claims that VINZ, through its parent, has a financial interest in vehicles it inspects. VINZ does not import vehicles and has no financial interest in those vehicles. The vehicles inspected by VINZ are owned by dealers and no VINZ-associated party has a financial interest in them. Further, VINZ is functionally separated from other entities in the Optimus Group and has adopted best practice international standards for the identification and management of conflicts of interest.

Both the Auditor General and the State Services Commission have prepared guidelines on management of

conflicts of interest:

"In a small country like New Zealand, conflicts of interest in our working lives are natural and unavoidable. The existence of a conflict of interest does not necessarily mean that someone has done something wrong. But organisations need good policies and processes to deal with conflicts of interest appropriately." (Conflicts of Interest, State Services Commission, November 2019)

Your columnist mentions the volume of submissions, yet selects but a single example, one whose claims are not supported by any evidence. If your readers are interested in fact and evidence rather than unsubstantiated claims, they may wish to look at VINZ's submissions. In the interests of transparency, we've made these available [links were provided].

They are based on robust and full data, detailed analysis, material gathered under OIA and expert opinion. To summarise the principal points VINZ made in its

submission: the proposed policy was the result of bias and pre-determination; it was not based on any evidence of safety risk; parts of it were illegal; it was inconsistent, impractical and extreme; it was contrary to international best practice for managing conflicts of interest; and it would have a detrimental effect on the industry.

The review conducted by NZTA was fair, thorough and evidence-based and it achieved an outcome that was in the best interests of both the industry and the vehicle-buying public. As a consequence of the process, the industry is now working together to ensure that conflicts, whether actual potential or perceived, are appropriately managed, as the safety of the New Zealand vehicle fleet is of paramount importance to all parties.

Gordon Shaw

Chairman Inspection Segment Strategy Committee
Chief Secretary Conflict of Interest - COI Council

Thank you for that, Gordon. We don't always agree with our columnist Greg Price's views but we have no issue here. If he considers the separation requirements have been watered down — after examining the protestations from the

industry and the review — he's entitled to express that view. One company importing vehicles and another company inspecting the vehicles both having the same owner (Optimus Group) does present a confluence of interest that's

worthy of further consideration. We'll publish the links referred to here on our website themotorhood.com and examine this issue again in an upcoming issue. —
Managing Editor



Rebel, with a cause

Greg Price has owned this 1953 Ford Zephyr Mark I for nigh on 50 years

By Greg Price

In 1965, I bought my first Mark I Zephyr sedan. It was a 1953 model, black with a light-green top; twin aerials, spot light, whitewall tyres, and, yes, a sun visor. I'd advertised in the Wanted to Buy section in an Auckland newspaper seeking a Zephyr for no more than £350. A guy came around with a nice example, and the deal was done. However a move to Aussie later necessitated its sale.

In 1973, while trying to ditch my Austin 1800, a car dealer on Great North Road offered to swap my Morris 1800 for their \$700 green 1953

Mark I Zephyr and I was happy as, to be a Zephyr owner once again.

Over the subsequent years I did extensive mechanical work on it including reconditioning the engine, replacing the McPherson struts, overhauling the differential, fitting Olympic Green colour trims to the tyres, and then painting the car a matching green in 1982. Fitting a vacuum overdrive unit in the early 1990s didn't work out, as there was a fault in the rear shaft which caused a frustrating noise, so it came out again.

Named 'The Rebel' after

James Dean, the car played second fiddle to 'Happy Days', our 1954 Mark I convertible (purchased in 1978), but it still managed to attend a few Zephyr conventions, in Auckland, Taupo, Christchurch, and Invercargill. In 1988, we got a personalized plate: 'DEAN55'.

Then, in 2016, our friendly warrant issuer decided that he could no longer issue Warrants of Fitness (WOFs) for The Rebel, until I attended to "some rust issues". He had seen daylight underneath where he ought not to have seen any. I knew there was some



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bog in the car after painting it in 1982, but I didn't know a previous owner had 'tidied up' the rust in the panel with newspaper, chicken wire, and bog! All was well until 2010 when the Christchurch earthquake-damaged roads rattled the bog loose and exposed it to my alert WOF guy. I hadn't helped matters by placing an aluminium plate over a hole in the boot and covering the underside with underseal. Add to this actual earthquake damage after an old AWA portable TV fell on the headlight surround, and the whole car jumped backwards onto my motorcycle lift which punched another hole through the boot floor ...

The Christchurch earthquake-damaged roads rattled the bog loose and exposed it to my alert WOF guy

After nearly seven years getting the Earthquake Commission (EQC) to finally sort out our claims, and then moving house, it was to be August 2019 before repairs and restoration on the car could commence in earnest. This work has included removing much of the boot floor, most of the rear panel, removing

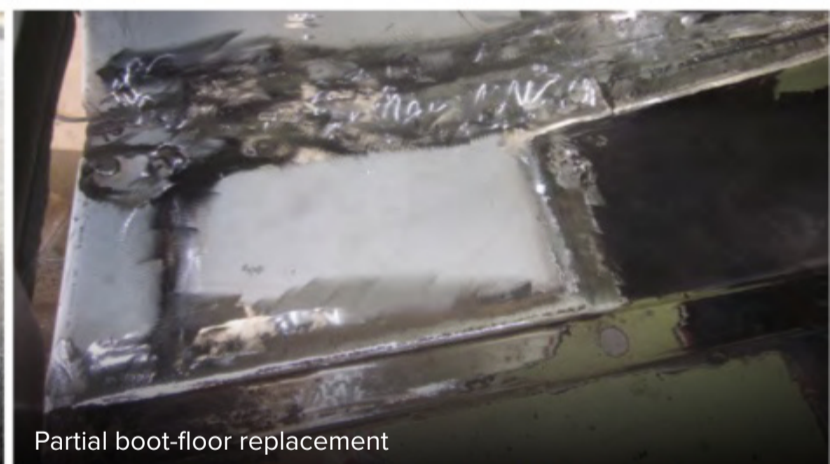
the dings and dents in the doors and sills, and fitting two replacement mudguards that I had been storing since about 1980. Also to be fitted is a brand new front jacking point that I got in 1981. The intention is to make it look like my very first Mark I, save for the addition of original Starfire hubcaps, proper wide whitewall tyres, the colour, and maybe not so many accessories as before. The remedial work beyond my capabilities went to Malcolm at North-End Rust and Panel Repair. As you can see, The Rebel is in good company: the Mark I Ford Cortina is destined to have a rotary engine inserted once its remedial bodywork has been completed. ■



Rejected chicken wire and bog



Repairs to replacement guards



Partial boot-floor replacement



Almost totally rebuilt rear panel



Zephyr Mark I and Cortina Mark I

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A FRENCH PRESENCE IN THE SOUTH PACIFIC

How are French classic cars faring in New Zealand?

By Ben Selby

Germany may have created the very first car, but it was France that took the idea of the internal-combustion transport to its heart, contributing greatly to motoring as we know it today. The country that gave us Notre-Dame, the Louvre, the city of Paris, and a host of brilliant artists, also gave us a host of brilliant cars. The Citroën Traction Avant, DS, and even the humble 2CV are regarded as some of the most significant cars ever produced, and that's just from one marque.

According to Dave Jones, the owner of French car specialists Auto France Ltd, the love for marques like Citroën, Peugeot, Renault, Alpine, and to a lesser extent Bugatti, is ardent in New Zealand — but among a small

group of enthusiasts. “French cars appeal to a very select group of car enthusiasts,” he says. “People that love Citroëns, Peugeots, and Renaults appreciate those brands’ unique take on car manufacturing, and they want something different to the next guy.”

According to travel broker, writer, and French car historian Tony Haycock, while things started well for the French brands here, sales had taken a dive by the end of the '50s: “By the 1960s the onerous tariffs being placed on non-Commonwealth-sourced vehicles meant that the average French car was being priced far above its place in the market, and by the 1980s when it was in excess of 50 per cent, the French car was perceived as both ‘foreign’ and overpriced.”

Mind the gap

Despite apprehension from buyers, a New Zealand fanbase grew when people realized the driving experience, whether it be a Citroën DS or Traction Avant; Peugeot 403; or Renault, greatly exceeded expectations. Designed to smooth out variable-quality rural French roads, they deliver surprising comfort here too.

These days, partly as a result of early retirements in New Zealand scrapyards as Japanese imports displaced them, the price of collectable Gallic cars has seen a slight increase. This is also down to many cars sold new in New Zealand having flown the coop and headed overseas.

According to Tony Haycock — like a whiff of Gauloises on the breeze — the supply of local Citroëns, Peugeots, Renaults, and other notable French marques is dissipating. “I suspect that at the moment there are more leaving than arriving. Our market always seems to lag behind the rest of the world and with many European cars not having the same following here than in Europe means there are bargains to be had



here for offshore buyers. With the added bonus of our unsalted winter roads, we are a prime shopping-ground for a world which is getting increasingly smaller,” says Tony.

With the exception of rarities from Bugatti, Delahaye, and Delage, which command an easy seven figures or more at auction, the everyman French classics and spritely hot hatches of yesteryear have seen the biggest surge in value.

Arguably the best hot hatch

“The first of the readily available French cars to start increasing in value was the Citroën Traction Avant, with pre-war models and the exceptionally rare and desirable faux-cabriolet and roadster models leading the charge,” Tony explains. “The next to become a worthwhile investment was the Citroën DS. Lately, Peugeot’s 205GTi, arguably the best of the 1980s hot hatches, has surged in value in Europe, with pristine examples selling at auction overseas in excess of NZ\$60K. This has already had a discernible effect on the value of these desirable little cars in New Zealand.”

According to Dave Jones, several later model Citroëns are also becoming more sought after, and prices have been steadily climbing: “The GS and BX, which were once overlooked, are starting to appreciate, as are all hydraulic cars like the CX. However, the hard part is trying to find one. Those who have them are usually the previously mentioned dyed-in-the-wool Citroën enthusiasts who won’t be in a hurry to part with them.”



Lately, Peugeot’s 205GTi, arguably the best of the 1980s hot hatches, has surged in value in Europe

S’il vous plait

Yet, if you want classic French motoring, there is still a way in. Tony says a giant from one particular brand will fit the bill: “For an ideal first, affordable French classic, you can’t go past a Peugeot 404 or 504. They were assembled in New Zealand, so they are still relatively easy to find, and prices are still very reasonable. They are ultra-reliable, comfortable, and are so simple to work on. Parts new and used are still available here, and there is nothing which can’t be found from excellent suppliers in Europe.”

That said, regardless of whether you take the plunge on a 404, or even push

the boat out on an immaculate DS21 Safari, it definitely pays to get some general buying advice. Fortunately, there are plenty of specialists and clubs available to help. Tony says, “The advantage of most collectable French cars available in New Zealand is the ready availability of parts. If looking at buying a French car as a classic, it’s always a good idea to talk to someone who has a similar car or knowledge of the model you are looking at. Every car has its individual strong and weak points so make sure you know what to look for when you are seeing your prospective purchase for the first time.”

A French classic car is not everyone’s cup of tea; of course not — it’s a glass of pastis. However, those daring to be different, whether they’re looking for an autoroute cruiser or a track-day hot hatch, won’t drive anything else. Therefore, before the existing Francophiles fans snap up all the good ones, it’s high time to check the classifieds, *mon ami*. ■



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This car is number 977 of a limited run of 1199 special-edition Fiat Abarth 500s. The current owner has owned this car for five years from 5000km



and kept it serviced annually through its current 55,000km. The cambelt and battery were replaced in 2019 at 48,000km and new tyres were fitted last year.

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are available, and an HEI distributor (original also available).

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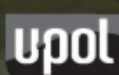
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SIERRA STILL HAS PLENTY TO PLAY FOR

To say that the distinctive bewinged two-door Sierra RS500 Cosworth is one of — if not the — poster car of what history records simply as the Group A era of Touring Car racing around the world, is an understatement

By Ross MacKay, photography by Ross MacKay, Euan Cameron and Media 77





As the value of Ford Sierra RS500 Cosworth Group A race cars is going up seemingly by the day I had to ask the Motueka-based owner of one of the few still in regular track use, Brett Stevens; should the right offer ever come along, would he contemplate selling his distinctive yellow ex-Kevin Waldock/Playscape Racing machine?

Brett, who runs a garage and salvage business in his hometown tucked away at the top of the South Island, and who is a regular and popular competitor in the local Archibald's Historic Touring Car Series, paused for thought. It only took him a couple of seconds, but his answer was unequivocal ... No.

"Not now," he said, as we wrapped up our conversation about the car and Brett's now 24-year term as owner and custodian. He went on: "There's too much of me wrapped up in it now. So no, I don't think I'll ever sell it. And when my time is up, I'll pass it on to my boys."

STANDARD SILHOUETTES' WELCOME RETURN

Group A provided a welcome return to production-based silhouettes and track widths and the 'win-on-Sunday-sell-

on-Monday' ethos that prevailed at the time meant that companies like Ford, BMW, Nissan, and Holden grabbed the opportunity to showcase key models in various Touring Car title series around the world with both hands.

The curves might have been smooth and aerodynamically efficient but wags likened the shape to a jelly mould

The timing of the move, 1982, could hardly have been better for Ford, as the company finally replaced the iconic Cortina with the all-new (and not universally liked) Sierra in October of that year.

The curves might have been smooth and aerodynamically efficient but wags likened the shape to a jelly mould. It was not to the immediate liking of private and/or fleet buyers. Ford needed to do something quickly to stimulate demand.

These days some bright spark in marketing would no doubt suggest aligning the car with a social media

influencer. Fortunately, times were simpler back then and Ford literally had a track record as a pioneer of the strategy of adding sporting credentials to an otherwise mundane family car via limited edition homologation specials — think the Lotus Cortina, and Shelby Mustang — built in collaboration with a performance-oriented partner.

COSWORTH ADDED A TURBOCHARGER

Ford's motorsport division boss at the time, Stuart Turner, was apparently already casting around for a new base model to replace the Capri, and long-time competition-partner Cosworth had recently presented a normally aspirated DOHC/16-valve (YAA) version of the 2.0-litre Pinto engine to company bosses.

Which was all very well. But what if, Turner asked, Cosworth added a turbocharger? What sort of power figures would you be looking at?

At least 150kW in production (street) form came the reply. But it was very much a case of 'how much do you want?' as 400kW [550hp] could be had if you're talking about a race car. This must have





been music to Turner's ears. In April 1983, he and his team locked in the Sierra as Ford's next big racing project.

PINSKE'S HUGE REAR WING

Under the new Group A rules Ford needed to build 5000 of the new Sierra Cosworths, with 500 reserved for later upgrade by contractor Aston Martin Tickford to competition-ready RS500 spec. Hence the name.

The distinctive look of the Sierra Cosworth, with its table-top-sized rear wing, large rectangular hole in the otherwise smooth, colour-matched grille, and subtle but effective front spoiler/wheel arch/side skirt combination, was the work of designer Lothar Pinske, a talented German who would later become director of Ford's motorsport division.

Though it stuck out like the proverbial sore thumb, the huge rear wing, mounted half-way up the rear hatch at the driver's rear-view eyeline, effectively countered the significant lift the jelly mould shape produced at racing speed.

That it did its job was not the issue. The issue was the way it looked. Fortunately, Pinske insisted on it staying, and now it is arguably central to the car's visual appeal, both the historic racer and the now uber-collectible road version.

All 5545 models eventually manufactured by Ford were right-hand drive and were assembled in the company's plant in Genk, Belgium. The first went on sale in July 1986.

The 500 RS500 models, on which all the different racing versions like Brett Stevens' ex Kevin Waldock car are based, were culled from the original build programme. As demand dictated they were packed off to specialist coachbuilder and tuner Tickford's performance division in Coventry in the UK where a new, more powerful, engine

was fitted. Amongst a number of other changes, a second rear spoiler was added at the base of the Cosworth car's unique and model-defining wing.

The engine had a thicker-walled cylinder block, larger Garrett AiResearch TO4 turbo, and larger air-to-air intercooler. In standard form, the engine produced 167kW, which was 17kW more than the base model fitted to the cooking version of the car.

Though it stuck out like the proverbial sore thumb, the huge rear wing, mounted half-way up the rear hatch... effectively countered the significant lift the jelly mould shape produced at racing speed

IMMEDIATE SUCCESS

To say that the Group A racing car in its Sierra RS500 Cosworth guise — officially homologated in August 1987 — was an immediate success is an understatement.

Sierra RS500 Cosworths claimed pole position at all the remaining rounds of that year's World Touring Car championship and dominated four of them, including the 10th, at the Nissan-Mobil 500 meeting at the Wellington waterfront circuit.

There, the Ford Texaco Racing team's RS500s of German pair Klaus Ludwig and Klaus Niedzwiedz, and Brit Steve Soper and Frenchman Pierre Dieudonne, qualified first and second, respectively, then went on to finish first and third, sandwiching the Schnitzer Motorsport BMW M3 of Italians Emanuele Pirro and Roberto Ravaglia.

Earlier in the month, Steve Soper and Pierre Dieudonne had provisionally won the James Hardie 1000 race at Bathurst, too, crossing the finish line two laps up on German Ford Texaco Racing (Eggenberger Motorsport) teammates Ludwig and Niedzwiedz. However, both cars were disqualified for what were considered illegally modified front wheel arches. These had allowed the cars to run a higher profile tyre than other teams running new Sierras.

The decision to disqualify the two Eggenberger cars effectively cost the team the inaugural World Touring Car Championship title, which went to BMW E30 M3 driver Roberto Ravaglia. But this couldn't stop the momentum that teams running the cars around the world were building up.

One of those teams, Dick Johnson's Shell backed squad, went on to dominate the Australian Touring Car championship for the next two years. Sierra RS500 Cosworths also won the annual Tooheys backed 1000km race at Bathurst in 1988 with Tony Longhurst and Thomas Mezera, and again in 1989 with Dick Johnson and John Bowe.

EXPLOSIVE PERFORMANCE

Now Australian explosives entrepreneur Kevin Waldock enters the picture. In 1988, Waldock's company, Blast Dynamics, was signed up as a sponsor on the Miedecke Motorsport Sierra RS500 Cosworth which NSW central coast car dealer Andrew Miedecke shared with British ace Steve Soper.

A big crash in qualifying and losing boost thanks to blown turbo hoses meant the pair had a wretched weekend, eventually retiring with a split engine bore.

Waldock, on the other hand, was entranced by the whole 'mountain' experience and pretty much straight away resolved to be in a Sierra of his

own in the next year's race.

He didn't do things by halves either, initially contracting Miedecke Motorsport to build and run a second Sierra under his own Playscape Racing banner.

As it turned out, Miedecke had another up and down year. With his own car burnt out at the third round of the 1989 Australian Touring Car Championship series at Lakeside, he was forced to commandeer Waldock's for the remaining ATCC rounds and commission a third for his contracted driver.

That car is the one Stevens now owns. It debuted in its distinctive yellow Playscape colours at the Pepsi 300 endurance race at the Oran Park circuit near Sydney in August that year.

History records that Waldock and co-driver Brian Thomson failed to finish the race, which was won, somewhat ironically, by Miedecke and his regular running mate Kiwi Andrew Bagnall in Waldock's first car.

STONE BROTHERS TAKE CHARGE

Bagnall was not the only Kiwi with strong connections to Miedecke Motorsport and the team's various Sierra RS500 Cosworths, though. The car Brett Stevens now owns and drives is the third to be built and was initially maintained by none other than the Stone Brothers, Ross and Jimmy.

In fact, when Andrew Miedecke decided to close Miedecke Motorsport and join Peter Brock at Mobil1 Racing, Waldock set up his own operation on Queensland's Gold Coast with personnel including Ross and Jimmy.

Ross ran the

yellow Playscape car for Kevin in selected rounds of the Australian Touring Car championship in 1990 and 1991. Sharing the driving duties in the enduro rounds both years was Mike Preston, the pair's best finishes coming in their second year together, 1991, scoring 3rd place at

... scoring third place at Sandown and fifth at Bathurst. Not bad for what was effectively a self-funded privateer team but that, as it turned out, was pretty much as good as it got for Waldock and the Playscape Sierra

Sandown and 5th at Bathurst.

Not bad for what was effectively a self-funded privateer team but that, as it turned out, was pretty much as good as it got for Waldock and the Playscape Sierra. That was thanks in part to the ATCC organizers' move away from turbo cars like the Group A Sierra and Nissan's 'Godzilla' Skyline BNR32 to favour the normally-aspirated V8 Ford Falcons and Holden Commodores.

KEVIN AND CROS NEXT DOOR

This is where current owner Brett Stevens can finally take up the story.

"After running an NZ-built Group N Sierra for a few seasons, I decided to go to Australia and look at several Group A cars that were for sale. This would have been back in the 1990s — 1996 to be exact.

"A friend of mine, Ross Hoare, was working at Tony Longhurst's at the time and told me about Kevin Waldock's car parked at the back of the workshop of Playscape Racing.

"Ross took me to meet Kevin, and initially he didn't want to sell the Sierra.

"After some discussion, however, a deal was done and — along with a considerable spares package — a container was loaded, and the car shipped home.

"It's ironic when I think about it now but in the early '90s I was pit crewing for Ashton Wood at the Wellington Street Race and next to us in the pit garages was none other than Playscape Racing and Kevin's Sierra, which he was sharing with Graeme Crosby.

"I remember commenting to my fellow crew mechanics that if I owned that car, I would put an exhaust system on it that didn't rattle!

"Several years later, of course, I was lucky enough to be able to purchase this very car, and after seeing how well built the rattly exhaust actually was, due to the use of slip joints when it was originally built, I still haven't needed to replace it. Not bad for a race car which has seen fairly regular use for coming up to 30 years." ■





VARIETY TOPS THE BILL AT THE ELLERSLIE CAR SHOW ‘CARNIVAL’

Despite a weekend packed with car events, the New Zealand Classic Car Magazine Ellerslie Car Show drew the crowds and a spectacular variety of car club cars

By Ian Parkes, photography by Greg Lokes

Mustangs and Mazdas stole the show at the annual Intermarque Concours d'Elegance this year.

A 1969 Mustang Boss 302, owned by Paul Hildebrand, won the premier Masters Class competition with 548 points out of a possible 590. Two more '69ers, both Acapulco Blue Sportsroof models, won the other main event — the Teams category.

You would think turning up with two cars from the same year in the same colour is taking the Teams category to the next level but concours judges are not so easily swayed. They judge each car on its presentation, faithfulness to originality and individuality, and tot

While people may fret about the future of the classic car movement as owners grow older, attendance appeared to be up on last year

the scores up for a team total. Mark Pritchard's car scored 536 points — just six more than Chris Dwen's car which has more road miles under its wheels.

The team prize for a two-car entry could be considered the big one, as the club winning this event becomes the host club for the following year's event, meaning it provides all the volunteers that run the show on the day. And next year is a big one; it will be the 50th

running of this car show. As chairman of the organizing committee, Garry Boyce said: "that makes the Ellerslie Car Show the longest-running — as well as the most prestigious — car show in New Zealand."

WHO'S COUNTING?

Some people have queried the committee's counting as the logo on the programme proclaims the show has been running since 1972, so surely the 50th anniversary would be in 2022, not next year?

Thoroughbred and Classic Car Owners' Club representative on the committee Stan Edwards explains the difference. The first show was held in 1972. Events like this, unlike human birthdays, start at one, not zero, making this 2020 event the 49th and next year, 2021, the 50th show. "The first and last years must be included," says Stan. He would know — Stan has been involved with the show since it began.

While people may fret about the future of the classic car movement as owners grow older, attendance appeared to be up on last year at more than 3000 (final numbers weren't available), even though other car events were



Mazda owners were back in the winners' circle again, clinching the Best Club Display award by evoking the show's theme, 'Carnival'

happening on the same weekend. However, the number of clubs taking part and showing off their cars, which is really the heart of the show, increased from 67 last year to 70 for this year's running. Joining the roster this year were the Auckland Car Club, the Bugatti Owners' Club, the Riley Car Club, the Thunderbird Owners' Club, and the Production Race Series.

That diversity only added to the spectacular variety of cars at the show, which was the standout feature for Garry this year. The Ellerslie veteran said he was also delighted to see two Mazdas in the show ring as a



burgeoning Japanese car presence crosses the 30-year classic threshold, bringing with them many younger classic car enthusiasts. One of them, Myles Hicks' silver 1980 Mazda RX-7, won the increasingly popular Survivors

Class competition and the other, Tony Markovina's gorgeous Mazda Cosmo Sports 110S, took second in the Masters Class. This original rotary was clearly one of the most popular cars at the show on the day.



MORE FOR MAZDA

Mazda owners were back in winners' circle again, clinching the Best Club Display award by evoking the show's theme, 'Carnival'. They were runners-up to Jaguar last year and went one better this year. The club set out their site as a colourful big top, complete with a ringmaster,

clown costumes and a great variety of cars. Land Rover, despite the olive drab of their mostly-military vehicles, had put a lot of thought into carnival sideshows. Games like 'pin the tail on the Landy' and 'fish the Jeep out of the mud' with a Land Rover fishing rod pushed them close, taking second. The Stag Owners' Club came third with a bunch of

British characters in costume among their Union Jack bunting — and they had the best joke. Their Sherlock Holmes character, gazing through his magnifying glass, said he was ... "looking for a win." Badoom, tish.

Other winners included Derek Goddard, the owner of a 'Woody' Morris Traveller, to whom Garry awarded his Chairman's award, the Gary McCrystal Memorial Trophy as best representing the spirit of the show. It wasn't a competition car; it was part of the Morris Minor club display but Garry said it was "a very cute little car, in good condition, and extremely well presented".

The Meguiar's People's Choice award went to Rodney Holland's '66 Hemi Dodge Charger while a 1972 Austin Mini 850 was judged the prizewinner in the new Heritage Hotels Park and Polish competition, ahead of a 1974 BMW 2002 Turbo, and an Mk3 Ford Zodiac. ■



TOP CAR
TEAMS EVENT & MASTERS CLASS EVENT

Winner	548 pts	Calypso Coral 1969 Mustang Boss 302	Paul Hilderbrand
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TOP CAR – TEAMS EVENT
Points available: 590

Winner	536 pts	Acapulco Blue 1969 Mustang Sportsroof	Mark Pritchard
Second place	530 pts	Acapulco Blue 1969 Mustang Sportsroof	Chris Dwen
Third place	442 pts	Black 1957 Ford Thunderbird	Cynthia Zemba

MASTERS CLASS COMPETITION
Points available: 590

Winner	548 pts	Calypso Coral 1969 Mustang Boss 302	Paul Hilderbrand
Second place	546 pts	White 1972 Mazda Cosmo Sports 110S	Tony Markovina
Third place	538 pts	White 1965 Mercedes Benz 230SL	John Higgins

TEAM EVENT COMPETITION
Points available: 1180

Winner	1066 pts	Auckland Mustang Owners Club		
Car 1:	536 pts	Acapulco Blue	1969 Mustang Sportsroof	Mark Pritchard
Car 2:	530 pts	Acapulco Blue	1969 Mustang Sportsroof	Chris Dwen
Second place	854 pts	Ford Thunderbird Owners' Club		
Car 1:	442 pts	Black	1957 Ford Thunderbird	Cynthia Zemba
Car 2:	412 pts	White	1957 Ford Thunderbird	Lesley Coleman



Paul Hildebrand (left) won the Masters Class and Chris Dwen and Mark Pritchard (below) won the Teams Event for the Mustang club



CLUB DISPLAY COMPETITION

Winner	36 pts	Mazda MX-5 Club
Second place	32 pts	Land Rover Owners' Club Auckland
Third place	31 pts	Stag Car Owners' Club NZ
Fourth place	30 pts	MG Car Club Auckland Inc.
Fifth place	29 pts	Jaguar Drivers' Club
Sixth place	27 pts	TR Register
Seventh place	23 pts	Auckland Mustang Owners' Club
Eighth place	20 pts	Sunbeam Car Club
Ninth place	18 pts	Early Holden Club of Auckland
Tenth place	10 pts	Morris Minor Car Club Auckland



SURVIVORS CLASS COMPETITION

Winner	905 pts	Silver	1980 Mazda RX7 Series 1	Myles Hicks
Second place	880 pts	Silver/Blue	1970 Rover P5b Coupe	Grant Harsenhorst
Third place	845 pts	Silver	1971 Holden HQ Premier	Merv File
Fourth place	761 pts	Silver	1968 Jaguar E Type	Patricia Kerr
Fifth place	754 pts	Green	1952 Land Rover Series 1	David Ferguson
Sixth place	749 pts	Blue	1978 Nissan Datsun 120A F2	Sean Carnell
Seventh place	592 pts	Green	1958 Land Rover Series 1	Brent Tasker

GARY MCCRYSTAL MEMORIAL TROPHY

Morris Minor Traveller Woody – Derek Goddard (left)

Catch of the day

Words and photography by Jacqui Madelin

Paihia serves up great scenery and sparkly sunshine on blue water — ideal for top-down motoring and a large helping of seafood.

The Bay of Islands Classic and Sports Car Club is far from the only outfit to organize a relaxed Sunday park-up event, but it could be the only one to include a marlin sighting.

Attending Paihia Breakfast with the Cars — it's on the first Sunday of every month — is always fascinating as there's such a variety, from a modern Toyota 86 back to a very nice 1929 Jaguar SS. Motorbikes also often join the affray, and you can never be sure what, or how many, vehicles will turn up; it's always worth a look.

Given I arrived in a 1930 Austin 7, I predictably was more interested in the classics, particularly a very pretty Sunbeam-Talbot and the gorgeous cream Lagonda, though it was very hard to find individual owners for a chinwag among the steady trickle of folk having a look, and taking photos. Club president Ian Greaves did his best to help; he seems to know everyone and is a great ambassador for the helpfulness of car clubs to classic-car owners.

The crowd of onlookers thinned out once breakfast started at Charlotte's

Kitchen, related to the fabulous Duke of Marlborough ensconced just over the water in Russell. Charlotte's Kitchen, on the wharf, was just across the road from the cars, and those who attend in or on an eligible vehicle get a free coffee with their buffet breakfast.

This time eating was interrupted by the arrival of a fishing boat with a large blue marlin to weigh, the first this writer has seen.

We finished our morning with an outing to Kerikeri, as we were on a promise to take 95-year-old Barbara Jones out in the Austin, a model she remembers from childhood. She was born in 1924, so she's older than the car, though not as quick in a straight line. ■



Tickford body on nice Lagonda with opulent cabin



Triumph TR3: "Just yum," says companion



Main road location opposite i-Site and the sea always draws a steady crowd



Sunbeam-Talbot 90, with bags of style — lovely cream accents inside too





American Vehicle Day

Words and photography by Christopher Moor

Moonshine Rod and Custom Club's 21st annual American Vehicle Day on 2 February was a day that may be remembered as the one with all the topless beauties. Just about every convertible on the Trentham Racecourse concourse was displayed with its top down. The racecourse in Upper Hutt has been the home of the show since its inception, and in its 21 years, the weather has never forced the event's cancellation — a record that many car show organizers could only dream of.

The show has grown over the years into the largest in the greater Wellington region, especially after the event was opened up to all classics in 2016. Before the show, one of the organizers predicted that 700–800 cars would be there. I didn't attempt to count them but there were lots, and many appeared to be first-time attendees. Anyone who didn't find a classic they wished to drive home would be very hard to please.

This year GM and Ford's Australian cousins dominated the non-American cars with sizable groupings of Holdens and Fords in the northern area. Add in a few Valiants, and examples from Porsche, Volkswagen, Jaguar, and Mini, and you have a very eclectic mix.

On walking to the concourse, a 1956 Packard Caribbean caught my eye. This black-and-off-white beauty from the last year Packard produced a model that didn't have a resemblance to

a Studebaker really stood out.

Black cars really caught the eye that day. A 1947 Buick C convertible was the next car that stopped me in my tracks. The Buick got a lot of visitor attention from a position near the tote.

If an award were given for the best-displayed car, the winner would be a red-and-white 1959 Ford Galaxie Skyliner on the other side of the tarmac. The owner had parked the car with the retractable top halfway down. It proved to be a favourite with families enjoying a weekend outing.

Profits from the day went to Te Omanga Hospice, to assist with the good work done by this valuable asset to the Hutt Valley community. ■





Cheers: Neil Longman celebrates winning the Stewart Quertier Trophy



Terry Inder fires his Datsun 180BSS off the line with Bill Sheddan waiting in his Sunbeam Alpine



Phil Benven's Jaguar XK140 looking good and going strong



Greg Elder ran some good times in his Ford Escort 1300GT



Mervyn Frew's lovely sounding Porsche Turbo leaps off the line

U2 again and Jags at Josephville

Words and photography by Quinton Taylor

Neil Longman took top honours at the 14th annual Josephville Hillclimb, winning the Stewart Quertier Trophy for the fastest time of the day with a 26.56-second run. Dave Harris in his Johnston Formula Ford has the record, set in 2016 at 25.39 seconds, and that's safe for another year. Held on a former section of the main Invercargill-to-Lumsden Highway, which is now part of the Mitchell family farm following the formation of a by-pass, the annual event attracts competitors from all over the lower South Island.

Neil was consistently under the 30-second mark on all five of his runs in his Mallock U2 Mark 8. "I'm delighted to be invited up here and to receive this trophy again. Last year was very wet and I did a best run of 27.22 in the Mallock. Surprisingly, not much quicker in the dry this year," a delighted Neil explained.

Errol Norris built Neil's car in Christchurch in 1970, one of several he created under licence from British engineer Arthur Mallock. Mallock was a prolific builder of cheap specials for motor racing from the 1950s onwards [see page 36]. Neil's car is powered by a Hillman Avenger 1600cc engine and four-speed gearbox.

Most entrants' goal is to get inside the magic 30 seconds but the sunny conditions and a warming road surface provided a challenge leaving the starting line for heavier cars such as the Jaguars. Evan Henderson nearly did it this year in his Mark 2, his best time of 30.79 seconds winning the annual family battle.

"We have a lot of fun. My brother Ian in his Jaguar Mark 2 and his brother-in-law Phil Benven in his Jaguar XK140 always win at the Hawkeswood and Nelson hill climbs and I usually get them back with a win down here at

Josephville," he explained.

Phil Benven's Jaguar XK140 has a long history of South Island competition. It was first campaigned by Frank Cantwell of Christchurch and it competed in the initial Ryall Bush road races shortly before the completion of Teretonga Park Raceway back in the 1950s.

"It's great to see that car still being driven in events in the South Island," Evan said. ■



Dick Shanks charging off the line in his Daimler SP250 [New Zealand Classic Car feature car April 2019] to secure the Alec McLennan trophy for best performance

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Bikers Get Early Peek at New Begg Exhibition

Words and photography by Quinton Taylor

Thousands of bikers attending the annual Burt Munro Challenge in Invercargill this month were given a special treat with the early opening of the new permanent George Begg Exhibit at the Classic Motorcycle Mecca, which is part of the Richardson Transport World Museum.

Transport World media information officer Alana Dixon-Calder explained the decision to give the visitors in town for the Burt Munro motorcycle events (February 5 to 9), the chance to preview the exhibit prior to the official George Begg exhibit opening on 13 February.

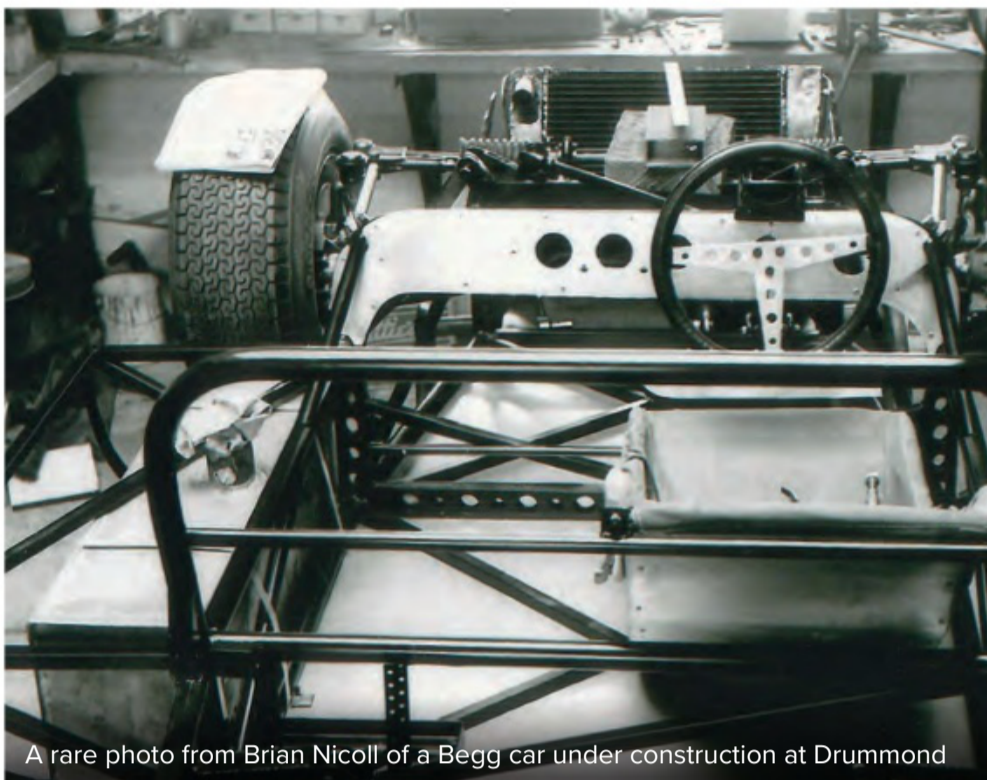
"The exhibit is not quite finished yet with a couple of cars still to arrive and others away being prepared. But, as George was a keen motorcycle racer and took part in the Isle of Man TT,

The 'Toy Shop' reconstructed for the exhibit from the original workshop at Drummond

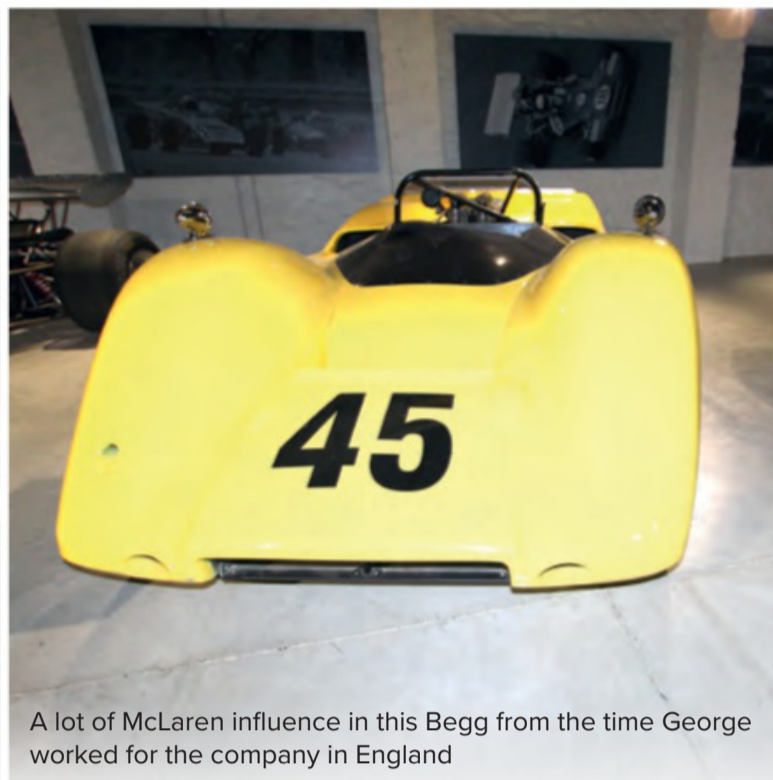


The bunker has loads of memorabilia, videos, photos, and of course, the cars of George Begg





A rare photo from Brian Nicoll of a Begg car under construction at Drummond



A lot of McLaren influence in this Begg from the time George worked for the company in England

it was thought appropriate to have the exhibit open a little earlier for all the motorcycle fans in town for the Burt Munro Challenge,” she said.

The Classic Motorcycle Mecca space has been extended to accommodate the Begg Exhibit which also features a replica of the original ‘Toy Shop’ where the Begg cars were made at Drummond.

“A big plus is that with all the extra space we have finally been able to move

the motorcycle-sidecar exhibits down here as well,” says Alana.

Some of the cars in the exhibition were scheduled to be driven in a display during the George Begg Classic Speedfest at Teretonga Park Raceway two days after the exhibit opens, over the weekend of 15–16 February. *New Zealand Classic Car* went to print that weekend so we’ll carry a report of this new Speedfest event in our next issue.

George died in April 2007 shortly

after a special tribute to the Southland racing car constructor and his cars in February that year. Fortunately, many of the drivers and people involved with building the cars, such as the very first driver, Barry Keen, and engineer Brian Nicoll are still with us today. They will surely feature large in the annual George Begg Classic Speedfest event over the coming years.

Barry has purchased the first car made by George, the Begg 650, which has been on display in E Hayes & Son’s store in Invercargill.

Some Begg creations either no longer exist or are just bits but the exhibit and Speedfest are sure to renew interest in these cars. This emphasis in this first outing is on Formula 5000 cars. It’s been a few years since a substantial number of these thundering cars have run at Teretonga Park Raceway. ■



The Begg 650 — the first car and quite successful in Barry Keen’s hands



The Begg 650 runs a BSA 650cc motorcycle engine



Wellington's Brits and Euros gather

Words and photography by Christopher Moor

After more than 30 years, the format of Wellington's British Car Day changed in 2018 to welcome all European cars. The third British and European Car Day took place at Trentham Memorial Park on Sunday, 9 February. Its organizers would have breathed a collective sigh of relief when the morning dawned with near-ideal conditions for the show, after rain the night before.

I'd say this year had more cars than I can remember from both forms of the event I've attended. Others believed the number was up with best, while some reckoned more cars came last year. The inclusion of the European cars has definitely grown the numbers, with sizable displays of Porsche, Citroën, BMW and Volkswagen among them.

Regulars would have noticed two changes to this year's show: they would have missed the enthusiastic tones of announcer Roy McGuinness coming from the sound system, with George Walter ably filled in for the ailing Roy. The other change involved 96-year old Melby Scott, a tireless collector for the Wellington Free Ambulance. Each year Melby does a lap of the grounds with a collection box mounted to the front of his classic Vauxhall but the 1954 Velox was replaced this year with his neat 1973 Firenza. As is the tradition with both forms of British Car Day,

profits went to the Wellington Free Ambulance to help keep this unique service free.

Members from the Jaguar Club found one of the few shady areas, parking under the trees, and the Land Rover Club took advantage of the humps on the right side to display their classics to best advantage.

A 1970 MGB named Goldie, which is taking John and Ros Bastian around the world, probably attracted the most attention. Goldie's signage showed where the car has taken them since 2012.

The day's tongue-in-cheek number plate was 'Hoon' fitted to a 2007 Ferrari F430 Spider. If you are going to hoon, that's the way to do it. ■



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Baby Targa back on track

Peter Martin, event director for Targa New Zealand says the return of the WRC to New Zealand in September means 2020 is going to be a big year for motorsport in New Zealand and URG is doing its bit by adding the Targa Bambina event back into the Targa events calendar.

The Targa Bambina is based out of Hamilton in March. That will be followed by Targa Hawkes Bay in May and the big one, Targa NZ, in October.

"We also have the biannual NZ Silver Fern Marathon Rally in

November, so needless to say it is all hands to the pump," he says.

He says Targa Bambina will use a number of the traditional stages from Targa Rotorua with a few from the Targa NZ events mixed with the new, "so it will be interesting to see how the introduction of stage notes will affect the times".

URG has also relaxed the tyre rules. The limit on the number of tyres allowed has been removed. "This is to ensure the safety of participants. The focus will now shift to ensuring the

tyres are always at WOF standards."

Peter offered a big thank you to the communities and councils these events travel through and says their ongoing support is very much appreciated. "Of course without our event partners and loyal participants there wouldn't be an event."

Maps and stage information are detailed here along with a list of participants. The Targa organisers welcome everyone you to come and meet the drivers and crew at any of the service areas.



TARGA COMPETITOR LIST

290	Mark McCaughan / Lindsay Lyons	1985 Mercedes 190E 2.3-16
315	Anthony Butler / Joanne Butler	1973 Holden CheetaH
477	Jerry Rowley / Matt Bailey	2013 Toyota GT86
493	David O'Neill / Blair Brookbanks	1996 Honda Integra
505	Robert Webster / Nick Webster	2005 Mini Cooper S
550	Troy Twomey / Kyla Twomey	2005 Mini Cooper S
583	Jerry Friar / Katrina Renshaw	2004 BMW 330ti
596	Terry May / Frank May	2002 BMW 330ci
631	Mike Tubbs / Brooke Walden	2017 BMW M2
743	Bob Boniface / Simon Butler	1999 Toyota Altezza
856	Stuart Richmond / Jane Richmond	1999 Mitsubishi Evo VI
912	John Rae / Dave Leuthart	2015 VW Polo-R Replica
933	Ivan Knauf / Trevor Corbin	2007 Subaru Impreza
958	Brian Green / Fleur Pedersen	2011 Mitsubishi Evo X
961	David Rogers / Aidan Kelly	2009 Mitsubishi Evo X RS
966	Andy Oakley / Steve Hutchins	2011 Audi RS5
969	Leigh Hopper / Michael Goudie	2001 Subaru Impreza
981	Haydn Mackenzie / Matt Sayers	2013 Mitsubishi Evo X RS

TARGA TOUR

—	Steve Greville / Tina Knott	2009 Subaru Impreza
—	Stan Rivett / Dean Corry	2010 BMW M3
—	Ron Stroeven / Richard Snow	2006 Porsche Cayman S
—	Ian Porter / Tania Porter	2013 Porsche Cayman S
—	Rhod Murray / Malcolm Bennett	2015 Renault Megane
—	Jeff van Beurden /	
—	Alan Woods / John Burgess	2000 Porsche Boxster S



DAY ONE SATURDAY 7 MARCH

START: Hamilton: 0715

PARC FERME: Hamilton: 1805

SPECIAL STAGE ONE

WAITOMO One (14.01km)

ROAD closure: 0715–1145

FIRST car starts: 0830

SPECIAL STAGE TWO

OPARURE/MAIROA

(23.53km)

ROAD closure: 0735–1205

FIRST car starts: 0900

SPECIAL STAGE THREE

TOTORO RD (12.19km)

ROAD closure: 0840–1310

FIRST car starts: 0955

SPECIAL STAGE FOUR

OHURA RD (21.61km)

ROAD closure: 0900–1330

FIRST car starts: 1015

LUNCH/SERVICE

TE KUITI: 1115–1215

SPECIAL STAGE FIVE

PUKERIMU (13.01km)

ROAD closure: 01125–1555

FIRST car starts: 1240

SPECIAL STAGE SIX

ONGARUE/WAIMIHA

(27.72km)

ROAD closure: 1220–1650

FIRST car starts: 1335

SPECIAL STAGE SEVEN

WAITOMO Two (13.92km)

ROAD closure: 1350–1820

FIRST car starts: 1505

SPECIAL STAGE EIGHT

PUKETARATA (10.11km)

ROAD closure: 0740–1210

FIRST car starts: 0855



Map supplied
courtesy of

AA Traveller



DAY TWO SUNDAY 8 MARCH

SPECIAL STAGES: EIGHT

START: Hamilton: 0815

FINISH: Claudelands Arena,
Hamilton: 1555

SPECIAL STAGE NINE

WHITEHALL/CHEPMELL
(29.57km)

ROAD closure: 0740–1210

FIRST car starts: 0855

SPECIAL STAGE 10

PARATU/MATAI (21.76km)

ROAD closure: 0820–1250

FIRST car starts: 0935

SPECIAL STAGE 11

OLD TE AROHA RD
(13.96km)

ROAD closure: 0925–1355

FIRST car starts: 1040

SPECIAL STAGE 12

KAKAHU RD (10.42km)

ROAD closure: 0950–1420

FIRST car starts: 1105

LUNCH/SERVICE

PUTARURU: 1130–1235

SPECIAL STAGE 13

LICHFIELD / LAKE ARAPUNI
(31.11km)

ROAD closure: 1130–1600

FIRST car starts: 1245

SPECIAL STAGE 14

MANGARE RD (16.46km)

ROAD closure: 1210–1640

FIRST car starts: 13.25

SPECIAL STAGE 15

AOTEAROA RD (12.60km)

ROAD closure: 1305–1735

FIRST car starts: 1420

SPECIAL STAGE 16

MAUNGATAUTARI (19.20km)

ROAD closure: 1340–1810

FIRST car starts: 1455



Map supplied
courtesy of

AA Traveller



27TH MARCH

The Classic Alpine Tour

The Classic Alpine Tour (The CAT) for 2020 has a refreshed theme with four days touring throughout the regions south of Queenstown. The event is designed for classic sports cars of European origin of the '50s, '60s and '70s.

Friday evening, 27 March, sees the entrants and their entered classics gather at the picturesque Thurlby Domain for a cocktail party where the route and activities are revealed. Old and new friends meet and enjoy the atmosphere where there are bound to be interesting surprises revealed.

Early Saturday, 28 March, the tour leaves for a look at the back roads to Gore where the cars go on display in the town square later in the day. Sunday 29 the cars tour through the region and end the day at Te Anau.

Local schools benefit from The CAT touring through their area via charity lunches with the final wrap-up event being at a secret location for the prize giving and lunch on Monday the 30 March.

There are almost 50 cars participating. Great marques such as Ferrari, Alfa Romeo, Porsche, Lancia, Morgan, Mercedes, and Alvis will be seen throughout the region over the four days. Some cars will have already travelled the length of New Zealand to get to the start line. They will then journey home afterwards making the total experience a wonderful way to enjoy their pride and joy. They will take in some of the best vistas and activities this country has to offer while enjoying friendship with like-minded friends.

More details are available at classicalpinetour.com.



Event Diary

FEBRUARY 29

Hanmer Motorfest 2020

Hanmer Springs Domain
Hanmer

FEBRUARY 29

Wellsford Warkworth Vintage Car Club Swap Meet

Warkworth

FEBRUARY 29

Te Aroha Annual Charity Motorcycle & Classic Car Poker Run

Te Aroha
Matamata – Piako

MARCH 1

Auckland Brit & Euro Car Show

Lloyd Elsmore Park, Pakuranga
Auckland

MARCH 1

Classics Car Meet

Classics Museum, Frankton
Hamilton

MARCH 8

Twin Rivers Car Parade

Stockburn
Christchurch

MARCH 14

Classics at Ohope

Harbour Road
Ohope

MARCH 14

Classic Car Cruise

Surf & Sand Ohope Beachfront
Ohope

MARCH 14

HSV Car Show

Orewa Beach
Orewa

MARCH 14

Levin Swap Meet and Collectables Day

Horowhenua
Levin

MARCH 15

Gore Swap Meet

Waimea Street
Gore

21 MARCH – 9 MAY

Flash Cars Photography Exhibition

Franklin Arts Centre
Pukekohe

22 MARCH

Wild Westie Fun Run

Rathlin Street Carpark
Blockhouse Bay

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My Peugeot 106 Rallye

For three generations, my family was involved in the car industry in New Zealand through their ownership of Campbell Motors, which held the New Zealand franchises for Peugeot, Renault, American Motors (Rambler and Jeep), Hino, Daihatsu, and Toyota. Because of that, I was brought up on a diet of cool, mostly French cars and learned to appreciate them. When it came time for me to own my own cars, I naturally didn't stray too far from the Campbell Motors franchises.

My daily driver is a 1995 Peugeot 106 Rallye that I bought in 2007. It is, in effect, a road-registered race car. Peugeot New Zealand brought in 30 of these cars, which they renamed 'Clubsport' (maybe the word Rallye wasn't cool enough?), to be used in a national one-make race series over three years from 1994 to 1996. They came with an FIA-homologated roll cage, race wheels, adjustable front struts and Peugeotsport shock absorbers. About 22 of these cars were raced, two were rallied, and six were kept as spares. The race series was very lively, very close, and very strictly controlled. Following the end of the

series, many of the cars that hadn't been destroyed went into touring car racing or were reconfigured for tarmac rallying.

My car was one of the spares that was never caged and never raced. It runs, as standard, a very trick alloy block with steel liners giving 1294cc with a single overhead cam, two valves per cylinder putting out about 110bhp at 7800 revs and weighing 850kg. Just because, I also own one of the former race series cars. It is one of the most engaging cars I have ever driven, and I hugely enjoy every kilometre I drive in it.

Many people ask me why I'm still driving an old hatchback. I throw them the keys and say, "find out for yourself". They always come back with big stupid grins all over their faces and shaking their heads in disbelief. It uses about 6 litres per 100 kilometres of petrol and fits beautifully into my ridiculously small carpark at work.

Donald Webster

Answers to last month's crossword. This will be our last crossword.

Across: 7. Holbay 8. Bitter 10. Moretti 11. Repco 12. Indy 13. Gipsy 17. Lucas 18. Bean 22. inlet 23. Imperia 24. Monaro 25. Wizard

Down: 1. Khamsin 2. Floride 3. Manta 4. Tigress 5. C-type 6. Arrow 9. Cisitalia 14. Quattro 15. Stutz 16. Ansaldo 19. Jimmy 20. Flint 21. Appia

NEXT MONTH

#352

ON SALE MARCH 23



Triple treat

Spectators at this year's New Zealand Classic Car Magazine Ellerslie Car Show were treated to some fierce competition amongst the Masters Class and Teams Event entries in the Intermarque Concours d'Elegance competition.

Once the judges had collated their final results, it was the Auckland Mustang Owners' Club that took out the coveted Teams Event trophy with two identical 1969 Mustangs.

The three Masters Class entries were separated by just 10 points with the winning 1969 Mustang Boss 302 taking the trophy, just two points ahead of the second-placed car.

Next month we'll be featuring the very rare concours-winning 1969 Boss 302 along with both 1969 Mustangs.

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16 (5/8"), 17, 11/16", 19 (3/4)



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